



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

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Report Issued under Section 15A of the Authority's Enabling Act on the Proposed 2025 Summer Operating Schedules of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Introduction

Section 15A of the Enabling Act of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("the Authority") requires the Authority to post and advertise in newspapers with general circulation in Falmouth, Barnstable, Martha's Vineyard, Nantucket and New Bedford all of its proposed schedule changes at least sixty (60) days prior to their effective date. St. 1960, c. 701, §15A. Accordingly, the Authority placed advertisements of its proposed 2025 Winter, Spring, Summer and Fall Operating Schedule for Martha's Vineyard and Nantucket Routes in the following newspapers on March 29, 2024:

- *The Cape Cod Times*; and
- *The (New Bedford) Standard-Times*.

The Authority also placed advertisements concerning the on-line availability of the proposed 2025 Winter, Spring, Summer and Fall Operating Schedule for Martha's Vineyard and Nantucket Routes in the following newspapers:

- *The Inquirer and Mirror*;
- *The Falmouth Enterprise*;
- *Vineyard Gazette*; and
- *The Martha's Vineyard Times*.

The Authority's Enabling Act also provides that, if the Authority receives a petition within thirty (30) days of the advertisements that is signed by not less than fifty (50) persons who are residents of any of those communities requesting a public hearing on the proposed schedule changes, the Authority is to conduct a public hearing within fourteen (14) days of receiving the petition. On April 29, 2024, the Authority received an email with an attached petition objecting "to the Steamship Authority's 5:30AM freight scheduling from Woods Hole to Vineyard Haven and the 5:30AM freight scheduling from Vineyard Haven to Woods Hole." Eighty-two (82) names and addresses were appended to the petition with the majority of the names listing addresses within the Town of Falmouth, a copy of the petition and the list of names and addresses are attached to this report as **Appendix A**. Following its receipt of the petition, the Authority scheduled a public hearing on its proposed schedules via the Zoom videoconferencing platform on May 7, 2024. The Authority advertised the notice of hearing in the Falmouth Enterprise, the Vineyard Gazette and the Martha's Vineyard Times on May 2 and May 3, 2024.

The May 7, 2024 Public Hearing on the Proposed Schedules

On May 7, 2024, the Authority conducted a hearing with attendees appearing in person and via the Zoom videoconferencing platform concerning its proposed 2025 summer operating schedule between Woods Hole and Martha's Vineyard. The hearing began at 3:00 p.m. and concluded at approximately 4:30 p.m. The Authority's General Manager Robert B. Davis, its General Counsel Terence G. Kenneally, its Director of Shoreside Operations Alison A. Fletcher, its Chief Operating Officer Mark A. Higgins, and, serving as the Zoom videoconferencing facilitator and moderator, its Communications Director Sean F. Driscoll attended the hearing. Peter Jeffrey, the Authority's Falmouth Board member, Robert Jones, the Authority's Barnstable Board member and Robert Ranney, the Authority's Nantucket Board member also attended, but did not participate at the hearing. Approximately twenty-five (25) people, including Authority staff members, were in attendance.

The Authority recorded the hearing, obtained a transcript (**Appendix B**) and compiled the following summary of the testimony of the participants at the hearing.

1. **Doug Brown** (Falmouth) – Mr. Brown started by requesting that in the future, the Steamship Authority notify interested parties when a petition is received so that they know when the comment period is open. This includes the Select Board, The SMART Group, and anyone else that has been showing interest. He said he would like a full seven days' notice rather than just a few days' notice so that more people can plan on attending these hearings as they take place during normal working hours. He noted that usually this type of meeting is held after 5:00 PM for the convenience of the public. Mr. Brown said that the Steamship Authority has a standing letter from the Falmouth Select Board requesting the discontinuation of the 5:30 AM trip. He said there is an opportunity to eliminate that trip with the larger, higher capacity vessels that will be coming online soon. He said he believed the new vessels have a 25% increase in capacity and freight can then be managed more expeditiously during the later morning hours with no

need for the 5:30 AM trip. He said he hopes the Steamship Authority will consider it. Mr. Brown said that he appreciated that there was a limit on larger trucks allowed on those early morning trips. He mentioned that he may bring the matter to the Select Board again as there are some new members.

2. **Nathaniel Trumbull** (Woods Hole) – Mr. Trumbull began by asking whether or not there were any Steamship Authority Board members present at this hearing. Mr. Kenneally replied that there were two (2) members present via Zoom and that a link to the recording of this hearing will be provided to all Board members. Mr. Trumbull commented that he was disappointed that he only received acknowledgment of the petition on Friday afternoon. He said there were only two (2) business days between this hearing and when the notification of receipt was received and that was not ideal. He said he was surprised that there was no in-person option for this hearing when just a few weeks ago there was another public hearing in which there was an in-person option. Mr. Trumbull said that he has written to Bob Davis twice asking for an explanation of why the 5:30 AM from the Vineyard is scheduled to run year-round but has not been running the last six weeks due to issues.
3. **John Woodwell** (Woods Hole) – Mr. Woodwell said that the Steamship Authority can no longer claim that running freight trips from New Bedford to the islands isn't economical and doesn't work. He said it was proven when UPS was unable to make the reservations they needed, and 41 North Offshore LLC stepped in and provided additional freight trips to Nantucket for them. He said that 41 North is ready and willing to deliver early morning freight to Martha's Vineyard and will pay taxes instead of spending taxpayer's money the way the Steamship Authority does. Mr. Woodwell said that the Steamship Authority still has no real explanation for the need to run the 5:30 AM beyond the convenience of the truck drivers. He said that a letter from Martha's Vineyard Hospital in support of the 5:30 AM trip was used by the Steamship Authority as its main defense. He said the letter from the hospital mentioned that the early trip was used by commuters working at the hospital and was necessary. He said that since the submission of the letter, the hospital representative said that the local politicians asked her to send that letter so there is no reason to keep running the 5:30 AM trip beyond the convenience of the truck drivers.
4. **Suzanne Kuffler** (Woods Hole) – Ms. Kuffler started by saying that the Steamship Authority's management and staff do not understand the seriousness of sleep deprivation, whether short or long-term. She asked that the Steamship Authority respect this basic life condition and reorganize the 2025 schedule to reestablish normal sleep hours for the affected community. She said the smaller

trucks have not reduced sleep deprivation and early incoming trucks add to the sleep disruption year-round. Ms. Kuffler said that Woods Hole cannot and should not be expected to solve all the complexities of the Vineyard's freight needs and timing requests. She said that Woods Hole will never be designated as an industrial port. She said that all parties that use the Woods Hole terminal need to come to terms with the fact that people live here and pushing for an earlier trip is actively causing harm to the residents. Ms. Kuffler said that the new boats can carry more freight. She said that a later arrival time on the Vineyard is the right thing to do out of respect and decency for the landside communities and the lifeline to the Vineyard is not possible without the landside port. She said that the petitions started in 2018 over the 5:30 AM trip and the Steamship Authority hasn't been listening to the community.

5. **Kristen Alexander** (Woods Hole) – Ms. Alexander wanted to reiterate what Doug Brown and Nat Trumbull mentioned earlier and that the 5:30 AM trip is even affecting the residents that do not live on Woods Hole Road. She said that she has been attending these hearings since they started in 2018 and nothing has happened that shows respect to the town of Falmouth or the residents along the route from Bourne to Woods Hole.
6. **Mary Musacchia** (Woods Hole) – Ms. Musacchia said that she is disappointed in the way the notice for this hearing was given and the timing of it to ensure that attendance would be low. Ms. Musacchia said the larger freight vessel will eliminate the need for the 5:30 AM trip as more can be fitted onto a later trip. Ms. Musacchia said that since the 2001 CAS report there has been recognition that the community of Woods Hole has been concerned, angered and frustrated by the amount of traffic that is pushed into the small town that is not a freight port. She said that the non-time sensitive freight should be moved to a location that's designed for freight, which is New Bedford. She mentioned that the traffic backups on the bridge will only get worse when the bridges are under construction in a few years. She noted that between 2011 and 2023 there has been nothing but growth in the freight traffic on Cape. The amount of waste from the Vineyard is growing and there are a greater number of trucks traveling through the towns to offload it from the Vineyard over time. Ms. Musacchia said that she volunteers in the summers at the Woods Hole Public Library and watches all the traffic and the behaviors of the truck drivers and other vehicles on the road. Ms. Musacchia said now that we have larger vessels they can be filled to capacity, decreasing the traffic. She mentioned that the Steamship Authority signed a deal with the Town of Barnstable to keep the growth of traffic down to a certain level and that was part of the CAS report. She said that the freight traffic must be kept

down in both Woods Hole and the Vineyard as they are also struggling with the number of trucks on the road. She said that the affected communities need to band together and push that the port and road cannot be expanded anymore.

7. **Jonathan Goldman** (Woods Hole) – Mr. Goldman asked management if any of them live on or near Woods Hole Road and Route 28. Mr. Kenneally answered no. Mr. Goldman mentioned that Woods Hole has experienced huge impacts in traffic due to development recently and it's having a negative impact on traffic. He said that the Steamship Authority is not vested in the community or the interests of port towns, specifically Woods Hole. Mr. Goldman mentioned a letter from Alison Fletcher to Nat Trumbull written in response to a third-party shipper. He said her response was cavalier and lacking culpability. He said that the Steamship Authority has a huge disconnect with the communities it affects. The Steamship is combative but should be empathetic to those who live here.
8. **Judy Laster** (Woods Hole) – Ms. Laster started by saying she was going to ask questions of management and expected a written response in the report when it's issued. She wanted to make sure that the report issued was voted on by the members of the Board and that the members agreed with the statements made. Ms. Laster asked, "Who makes the decisions at the Steamship Authority regarding scheduling and for whose benefit? What kind of consideration do you give a hearing like this and the testimony that we've given you the benefit of having for many years?" She said she would like management to understand that the community is offering their time, expertise, information and suggestions to help the Steamship Authority. Ms. Laster requested, "a financial analysis of how decisions are made regarding scheduling and to whose benefit. Is it just for the trucking industry?" She said that somehow the Steamship Authority makes money out of the scheduling decisions. She said that initially when the 5:30 AM trip was put into place the Steamship Authority said "we will reconsider it if the community wants to reconsider it. It's not a permanent thing." She asked "if that was a true statement or just said to appease the community? When do you plan to write the recommendations to your Board?" Ms. Laster asked, "How do you make those recommendations? Have they been written already? Is this hearing just perfunctory? Is your plan now that you have bigger boats, and probably need to pay for them, to expand the schedule in Woods Hole year-round?" She said that she's heard that one day the Steamship Authority will be running twenty-four (24) hours a day. She said if that's the case she would like to know which lobbyists Steamship consults with on a regular basis to make sure the community of Woods Hole has no voice. She asked if the minority opinions make it into the report. She also requested that everyone be under oath.

9. **Ted Fitzelle** (Woods Hole) – Mr. Fitzelle requested that Mr. Davis respond to his question about what it is that makes the 5:30 AM trip from Woods Hole more important than the health and safety of the residents in the main port. Mr. Kenneally said that the point of the hearing is to gather information for the report.
10. **Damien Kuffler** (Woods Hole) – Mr. Kuffler said that the Steamship Authority shows no concern about the well-being of the Cape, especially Woods Hole. He said that the Steamship Authority knew when the 5:30 AM trip from Woods Hole was implemented that there was opposition to the schedule and never considered removing the trip from the schedule. He said that the Steamship Authority has treated those in opposition like children and continues to not listen to their opinions of the schedule or the new terminal building. Mr. Kuffler said that the Steamship Authority isn't telling the truth about anything and still has no concern about the impact of those around them. Mr. Kuffler reiterated that he would like honest answers to all of Judy Laster's questions and would like to see the Steamship Authority become a part of the community and be constructive, sympathetic and helpful to mainland residents, not just management and some people on the Vineyard. Mr. Kuffler said he was afraid that when the new boats arrive there will be a larger, higher capacity vessel running the 5:30 AM trip leading to more early morning traffic.
11. **Nathaniel Trumbull** (Woods Hole) – Mr. Trumbull shared the Steamship Authority's reported number of traveling trucks to the Vineyard for the last twelve (12) years. He said there was a dip in the numbers during COVID but the average growth per year is by 3.75% which reflects the growth of the Vineyard. Mr. Trumbull suggested that the Steamship Authority consider a "shift slide" when the new freight vessels come online. He said the *M/V Barnstable* and *M/V Aquinnah* both have twenty-five percent (25%) more deck space than the previous freight boats. Mr. Trumbull said he assumes that there is enough room on the new freight boats to carry an additional three (3) trucks on each run with the *M/V Aquinnah* adding up to an additional 4,400 trucks moved annually. Mr. Trumbull also brought up the 5:30 AM trip from the Vineyard which runs 365 days a year. That trip arrives in Woods Hole just after 6:00 AM and the trucks are just as loud getting off of the vessel as they are getting on and still travel down Woods Hole Road waking everyone up. Mr. Trumbull said that for the last three (3) years the Steamship Authority has made no compromises with the schedule following the hearings, although the Woods Hole/Falmouth Noise and Traffic Working Group has stopped meeting after two (2) years. Mr. Trumbull also wanted to point out that the Vineyard has not voiced their opinion or support of the schedule during this hearing.

12. **Mary Musacchia** (Woods Hole) – Ms. Musacchia added that she agreed with Mr. Kuffler that more freight can be moved through New Bedford and she was shocked to learn that truck drivers were not allowed to travel with their trucks on the 41 North barge. She said that she didn't see how adding the drivers' additional weight would make any difference. She said that it is critical that things be changed to facilitate the transportation of freight from New Bedford as it will probably lower the necessity for the 5:30 AM trip and the non-essential or non-time sensitive freight can come out of New Bedford. Ms. Musacchia urged the Steamship Authority to eliminate the 5:30 AM trip and move the freight from New Bedford whenever possible because it is not rational or sustainable to move it through Woods Hole. Ms. Musacchia hoped that the next schedule hearing could be held in person. Mr. Kenneally wanted to clear up a misunderstanding with some of the comments made regarding 41 North Offshore's operation. He said that 41 North does not operate a vessel like the Authority's vessels and other than licensing, the Authority does not have regulatory control over them. He mentioned that 41 North does not have a Certificate of Inspection allowing them to legally carry passengers, only their crew. Ms. Musacchia said that it was helpful to understand that the United States Coast Guard regulates the Certificates of Inspection for the barge and by law 41 North cannot currently transport passengers. She asked if the Coast Guard gave them the authority to carry passengers, would the Steamship Authority be okay with 41 North carrying passengers? Mr. Kenneally said that he does not see a tug and barge being given permissions by the Coast Guard to carry passengers but that is up to the Coast Guard.
13. **Philip Logan** (Woods Hole) – Mr. Logan said that he thought the discussion during the Port Council meeting earlier in the day was very enlightening and it was clear that there were people with a lot of knowledge in the meeting. He said that the Steamship Authority knows how to run boats and shipping, but it is basically a captured agency because the islands are regulated by the Authority, but the Authority is also regulated by the islands which hold the most voting weight of the Board of Governors.
14. **Nan Schanbacher** (Woods Hole) – Ms. Schanbacher said that it is clear to her that the Steamship Authority is only holding these hearings because they are required by law. She said that a hearing is conducted so that the company can assert that it was performed, it takes testimony and includes those testimonies in their solution to the reported problems. She said that the Authority does not answer any of the questions they receive until the 15A report comes out and even then, it is a self-serving report and nothing is changed as requested. Ms.

Schanbacher said that the Authority has already grown out of its terminal property in Woods Hole and is now taking over Luscombe Avenue, the Crane Street Bridge and Railroad Avenue. She said that the right-hand lane on the bridge is now the Authority's "arrival lane" for vehicle traffic, creating back-ups down Woods Hole Road and preventing people from getting to work or home in a timely manner. She said she is worried that as time goes on the Authority will take over even more of Woods Hole. Ms. Schanbacher said the Authority needs to either build a third lane on the Crane Street Bridge or figure out another way to allow the people of Woods Hole passage into the village. Ms. Schanbacher said the Authority's charter says that the service provided exists for all citizens of Massachusetts to utilize and the Authority cannot continue to ignore those that question its decisions.

15. **John Woodwell** (Woods Hole) – Mr. Woodwell said that several points have been brought up over the last few minutes that he would like to address. He said that the Town of Falmouth owns the Crane Street Bridge, but the Steamship Authority exerts its control over it. Mr. Woodwell said, in reference to the passage of tractor trailers from New Bedford to Martha's Vineyard, that the truck doesn't need to travel with the trailer and in fact it would be more efficient to not ship the truck and driver. He said that the truck can drop off the trailer on the barge and another truck and driver would meet it on the other side to drive off. He said this would also allow for drivers to pick up and drop off trailers in the same trip. Mr. Woodwell raised the credibility of the Steamship Authority and referenced the 2001 Seabulk service between New Bedford and Martha's Vineyard that the Authority did not allow to run. He said that a document written by former General Counsel Steve Sayers mentioned that the Steamship Authority representatives voted to "adopt a goal to reduce freight traffic levels through the ports of Hyannis and Woods Hole to the 1997 levels as soon as practicable but no later than May 2000 for the Woods Hole/Martha's Vineyard run." He said that the Steamship Authority has done exactly the opposite and shut down all alternatives for the transportation of freight.
16. **Damien Kuffler** (Woods Hole) – Mr. Kuffler stated that he thought it was fascinating how the Authority management plays a duplicitous role. He said that earlier in the meeting, management said that they would not be commenting or responding to testimonials and would instead listen and answer through the report. However, management has been responding to certain comments when it was in the Authority's best interest. He asked if that meant the Authority cannot answer or respond to the other issues because the Authority is in the wrong or does not have constructive answers? He said that he did not like how Authority

management is defensive and ignoring what they do not want to talk about. Mr. Kuffler said that he is aware of the Coast Guard regulations about passengers on the 41 North Offshore barge but he questioned why the Authority put within the licensing regulation that passengers were not allowed to be carried on the barge. He said it was asked that if 41 North received permission to carry passengers in the future, would the Authority allow it and there was no answer given. Mr. Kenneally responded that if there was a licensed operator that met the requirements of the licensing policy then they would be considered and possibly recommended to the Board. He said that the Board makes those decisions, not staff. Mr. Kuffler said that it did not need to be included in the agreement with 41 North and the fact that it was added makes the Authority untrustworthy.

17. **Judy Laster** (Woods Hole) – Ms. Laster added the following questions to her list that she requested written responses to: “How has your organization been following the recommendations of the HMS consultants?” “Have all the recommendations been implemented? If not, why?” Ms. Laster also asked, “Where’s the strategic plan? We have not seen it.” She asked if this “strategic plan will address issues that people have been asking about? If not, why?” She questioned if a decision has been made regarding 41 North already? Who makes the recommendations to the Board- is it the attorney or other staff?” She said she does not quite understand how the Board is provided with information and requested to be informed of the process. She said that it seemed like the Steamship Authority is doing everything possible to avoid having to approve a valid respondent to their RFP.

Receipt of Written Testimony Regarding the Proposed Schedules

In addition to conducting the hearing on May 7, 2024, the Authority encouraged additional public input by including the following statement within its scheduling notices: “The Authority will consider the testimony given at the public hearing when deciding whether to maintain the original proposed schedule changes or to make modifications thereto. It will also consider written testimony that is submitted regarding the proposed schedule changes, which testimony can be submitted electronically to schedules@steamshipauthority.com or in writing addressed to General Manager Robert B. Davis, Steamship Authority, 228 Palmer Avenue, Falmouth, Massachusetts 02540.”

C. Copies of the written testimony received by the Authority are included herein as **Appendix**

2025 Operating Schedules

Following its receipt of the May 7, 2024 hearing testimony and the written comments submitted to schedules@steamshipauthority.com, the Authority focused its review upon the scheduling of daily 5:30 a.m. freight trips from Woods Hole to Vineyard Haven and from Vineyard Haven to Woods Hole.

As now proposed, the 2025 Summer Operating Schedules between Woods Hole and Martha's Vineyard, including the 5:30 a.m. daily freight trips between Woods Hole and Vineyard Haven, would operate from May 13, 2025, through October 21, 2025.

Discussion

A. The Authority will continue to operate its 5:30 a.m. freight trip from Woods Hole and Vineyard Haven during its 2025 Summer Operating Schedules.

Section 1 of the Enabling Act of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("the Authority") authorizes and empowers the Authority "to purchase, construct, maintain and operate necessary vessels, docks, wharves, other vessels, equipment, furniture and supplies and to issue its revenue bonds payable solely from revenues, or funds" for the purpose of providing "adequate transportation of persons and necessities of life for the islands of Nantucket and Martha's Vineyard." St. 1960, c. 701, §1. Section 6 of the Enabling Act states, in part, "[t]he exercise of the powers granted by this act will be in all respects for the benefit of the people of the commonwealth, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions, and as the operation and maintenance of the steamship line by the Authority will constitute the performance of essential governmental functions" St. 1960, c. 701, §6.

As in past years, Woods Hole residents' scheduling petition raises complaints about "public health" impacts, utilizing the "third" slip in Woods Hole for operations, the ongoing reconstruction of its Woods Hole terminal and failed efforts to establish consistent and reliable service from New Bedford to the islands. The primary complaint directed at the scheduling of the 5:30 a.m. daily freight trips between Woods Hole and Vineyard Haven is that the vehicles involved in those trips disrupt the residents' sleep and overall health.

The purpose of this report is not to respond to every public comment and question proffered by the petitioners. Its purpose is to provide and explain the reasons for "either maintaining [the Authority's] original proposed schedule changes, or making modifications thereto" St. 1960, c. 701, §15A. Petitioners are welcomed to attend the Authority's monthly Port Council and Board meetings, proffer public comments and/or submit public records request seeking information about the Authority's services. Copies of the Authority's meeting minutes are available upon request subject to any exemptions under G.L. c. 4 §7(26)(c) (Massachusetts Public Records Law). This report will focus solely on explaining the reasons for the Authority's scheduling decisions.

To reiterate and repeat the Authority’s position on scheduling trips between Woods Hole and Martha’s Vineyard, the Authority has not substantively modified its operating schedules, nor has it increased its vessels’ carrying capacities despite repeated claims to the contrary. The 5:30 a.m. trip departing from Woods Hole to Vineyard Haven and the 5:30 a.m. trip departing from Vineyard Haven to Woods Hole have operated during peak seasonal (late spring and early fall) traffic periods between mid-May and mid-October since 2018.

At its board meeting on March 19, 2024, the Authority’s Martha’s Vineyard member, James Malkin, reiterated that if the Vineyard’s select boards, hospital, and police chiefs “no longer felt it was necessary to get workers and trucks to the island early in the day during the summer months ... he would be happy to reconsider” the need for the 5:30 a.m. trip from Woods Hole. In response to the petitioners’ most recent filing, the Town of Oak Bluffs and the Town of Tisbury, both of the Vineyard’s port communities, submitted separate correspondence in April 2024 to the Authority “schedules” email address requesting that the Authority continue providing the 5:30 a.m. trip from Woods Hole. Both letters reiterate the island’s reliance upon the 5:30 a.m. trip to the island and “the enormous impact” that eliminating the trip would have on the island’s traffic and their residents’ ability to travel to and from the island. Copies of the towns’ correspondence can be found within **Appendix C**.

Within its letter, the Town of Oak Bluffs cites to a survey of local Vineyard businesses that supported the 5:30 a.m. trip from Woods Hole as “essential for the transportation of needed food and material deliveries, to facilitate the arrival of service providers, and to mitigate traffic issues throughout the island.” A copy of the survey responses can be found within **Appendix C**. Accordingly, the residents of Martha’s Vineyard continue to view the 5:30 a.m. trip from Woods Hole as necessary and essential to the island’s transportation needs and therefore, in accordance with its statutory mandate the Authority maintains the 5:30 a.m. trip from Woods Hole on its proposed 2025 operating schedule.

As mentioned in the Authority’s past Reports Issued under Section 15A of the Authority’s Enabling Act, Section 129 of Chapter 46 of the acts of 2003, as amended by Section 11 of Chapter 55 of the acts of 2003, imposed “an embarkation fee upon all passenger ferry trips, excluding those ferry boats that are licensed to transport not more than 100 passengers, originating from a port located within such city or town, at a rate of \$.50 per passenger per departing trip.” Since 2004, the Authority has paid the Town of Falmouth over \$7.3 million dollars in embarkation fees, which are fees “to be solely appropriated for the purpose of mitigating the impacts of ferry service on the city or town. Monies deposited may be appropriated for services including, but not limited to, providing harbor services, public safety protection, emergency services or infrastructure improvements within and around the harbor of any city or town which receives monies from this section.” Section 129(d) of Chapter 46 of the acts of 2003. A copy of the Authority’s 2023 report on embarkation fees is included herein as **Appendix D**.

Currently pending before the Massachusetts Legislature is a bill to increase the embarkation fee rate fourfold from \$.50 per passenger per departing trip to \$2.00 per passenger per departing trip. The Town of Falmouth should continue its efforts to utilize these funds to mitigate the impact that the Authority’s service has upon the town. As it has in the past, the

Authority remains willing and available to discuss the impacts its service has upon the Town of Falmouth and develop reasonable means to mitigate those impacts.

To report any traffic congestion or related noise concerns, please find contact information for the Authority at <https://www.steamshipauthority.com/about/contact> or send an email to whtraffic@steamshipauthority.com.

B. The Authority will continue to schedule its 5:30 a.m. freight trip from Vineyard Haven to Woods Hole during its 2025 Summer Operating Schedules.

The Authority is maintaining its 5:30 a.m. trip from Vineyard Haven to Woods Hole for some of the same reasons that it maintains its 5:30 a.m. trip from Woods Hole. Moving early morning traffic from Martha's Vineyard and the streets of Falmouth promotes less congestion and traffic during peak travel times later in the day. Through its efforts with the Woods Hole, Falmouth Noise and Traffic Mitigation Working Group, the Authority developed procedures and protocols that address early morning traffic noise at the Woods Hole terminal. These measures have significantly reduced early morning noise at the terminal and offending vehicles have been reminded of the policy and the potential impacts to their travel should they not conform to the policies.

Beyond the confines of its terminal property, the Authority continues to work with the Massachusetts State Police and the Falmouth Police Department when necessary to address community concerns about traffic. The Authority encourages residents to continue to report traffic concerns to the Authority by sending an email to whtraffic@steamshipauthority.com.

C. Efforts to allocate freight traffic to an off-Cape port remain under consideration as a part of the Authority's Strategic Planning Project.

In January 2024, the Authority's Board voted to adopt the strategic plan and vision statement developed with the assistance of the Raftelis Financial Consultants Inc. A copy of the Authority's Strategic Plan is included herein as **Appendix E**. As mentioned within the plan, the Authority will engage "port community members and plans to continue public outreach efforts that inform organizational impact and opportunities to improve responsiveness." The residents of Woods Hole and the petitioners have repeatedly sought to divert freight traffic from Falmouth to an off-Cape port. The Authority has issued a request for proposals ("RFP") for such a service, but despite issuing the RFP, no responsive proposals were provided by the marine transportation industry.

Despite those failed efforts, the Authority continues in its efforts to develop an off-Cape freight service. For example, in 2022, the Authority issued a license to 41 North Offshore, LLC ("41N") to operate a tug and barge freight service between New Bedford and Nantucket. The service has been utilized and available since 2022. Recently, 41N requested an amendment to its issued license seeking to add freight service to Martha's Vineyard from New Bedford through December 31, 2026. 41N's most recent request is

currently under review as the Authority engages with its impacted port communities consistent with its strategic planning process.

The Authority remains hopeful that its community engagement efforts will result in opportunities and solutions that appease all affected communities.

APPENDIX A

April 29, 2024

Dear Steamship Authority Board of Governors:

We, the undersigned, are writing to renew our continuing and strenuous objection to the Steamship Authority's 5:30AM freight scheduling from Woods Hole to Vineyard Haven and the 5:30AM freight scheduling from Vineyard Haven to Woods Hole proposed by the Steamship Authority concerning its 2025 freight operating schedules as announced on the SSA website.

The consistent failure of the SSA to consider the impact of its freight schedules on the residents of Falmouth is unacceptable.

We object to the daily 5:30AM freight scheduling from Woods Hole to Vineyard Haven and to the daily 5:30AM freight scheduling from Vineyard Haven to Woods Hole and its multiple negative public health impacts on residents. The Falmouth Select Board has repeatedly requested that the 5:30AM freight schedules be eliminated.

We request that you conduct a public hearing to be held within 14 days of receipt of this petition, per Section 15A of the Steamship Authority's Enabling Act.

The following topics will be addressed during the public hearing:

- Failure of the Steamship Authority to address the health and safety impacts of the continuing increase of the Steamship Authority's increase of freight truck traffic borne by Falmouth residents; those impacts include noise, diesel soot from such a high concentration of diesel trucks, freight truck and passenger bus idling at Woods Hole terminal, and the creation of unsafe

conditions on our roadways. Trucks less than 40' create a significant amount of noise and the SSA should not continue to insist there is no noise impact by such trucks on residents as concerns the 5:30AM freight schedule; **as impacted port communities harmed by the actions of the SSA, we respectfully request that the SSA immediately revise its proposed freight schedules for 2025;**

- Failure of the Steamship Authority to take steps to shift non-time-sensitive Vineyard freight (landscaping materials such as gravel/rocks/mulch/whole trees, septic, demolition, construction materials) to an off-Cape port* as an alternative to increasing freight capacity through Cape Cod port communities; **as an impacted port community we respectfully request that the Steamship Authority launch a supplementary off-Cape marine freight service to the islands;**

*The governor's Kass Report in 2001 and a series of agreements between the SSA and the Town of Barnstable stated that an offshore freight port must be pursued by the SSA; yet the SSA has consistently refused to pursue *in a meaningful way* a supplementary freight solution in the past two decades; in the words of a SSA Board member, the SSA has demonstrated only "lip service" to seeking an off-Cape freight route to the islands; rather than pursuing supplemental off-Cape freight service to the islands, the SSA has simply increased its capacity and freight truck numbers to the islands through the ports of Hyannis and Woods Hole; at the same time the SSA largely ignores the health and safety impacts of that freight traffic on residentially zoned neighborhoods in Falmouth.

- Failure of the Steamship Authority to make progress on reducing traffic back-up and parking issues in Woods Hole village and in Hyannis; the SSA's Woods Hole/Falmouth Traffic and Noise Mitigation Working Group and not been convened for over two

years and since February 2022; the Working Group was a commitment the SSA made to the Falmouth community in its previous Section 15A report; **as an impacted port community we demand that the SSA honor its commitment to convene regularly the Woods Hole/Falmouth Traffic and Noise Mitigation Working Group**;

- Failure of the Steamship Authority to negotiate an agreement with the Town of Falmouth to cap the growth of the number of freight trips it will operate from Woods Hole village (the Town of Barnstable has had such an agreement in place since 1997); **as an impacted port community we respectfully request that the SSA negotiate such an agreement to cap the growth of the number of freight trips from the Town of Falmouth**;

- The SSA has purchased three new freight vessels with 25% larger deck capacity than the current freight vessels they will replace; the SSA has stated that it expects one or more of the newly acquired vessels to be in service by summer 2024; yet the SSA has not proposed to consolidate any of its freight schedules in 2025 in order to reflect the larger size of those newly acquired freight vessels; **as an impacted port community we demand that the Steamship Authority consolidate and reduce its freight schedules to the islands given that the SSA will be using larger freight boats on its existing routes in 2025.**

Sincerely,

1	Rachel Freed	530 Woods Hole Road, Falmouth
2	Nan W. Schanbacher	14 Cowdry Rd

		Woods Hole, MA 02543
3	Jonathan Freed	790 Concord St Carlisle, MA 01741
4	John Gore	530 Woods Hole Road Woods Hole MA 02543
5	David Friedman	26 Buzzards Bay Avenue Woods Hole, MA 02543
6	Mary Revelle Paci	5 Little Harbor Road Woods Hole, MA 02543
7	Albert E.Fitzelle	16 Glendon Road Woods Hole,02543
8	Wendy Nies	49 Glendon Road Woods Hole
9	Thomas Walrath	23 Rivers End Rd. Rivers End Rd
10	Judy Laster	20 Glendon Road Woods Hole

11	Winifred Dick	392 Boxberry Hill Rd., E. Falmouth
12	Pamela Stark	9 Little Harbor Rd Woods Hole, MA 02543
13	Judith Fenwick	18 Mill Road Falmouth MA 02540
14	Peter Hargraves	31 Southview Way East Falmouth, MA 02536
15	Catherine Bumpus	45 Millfield st Woods Hole MA 02543
16	Martha Ellen Katz	100 Gore St Cambridge, MA 02141
17	Mary U. Musacchia	12 Wilson Road Woods Hole, MA 02543
18	Thomas Karl Duncan	3 Beechwood Road, Falmouth
19	Melissa Allison	50 Hilton Ave, Woods Hole, 02543
20	William A, Rugh	37 Gosnold Road Woods Hole, MA 02543

21	William Roslansky	26 Albatross Street
22	Walt Schanbacher	14 Cowdry Road Woods Hole, MA 02543
23	James D. Sullivan	22 Scraggy Neck Road Cataumet Mass.
24	Damien Kuffler	49 Gosnold Rd., Woods Hole, MA 02543
25	Doug Brown	199 Old Main Rd, Unit B, North Falmouth, MA, 02556
26	Wendy Blomberg	559 Woods Hole Road
27	Brian Collins	108 Woods Hole Road Falmouth, MA
28	Kimberly Ulmer	5 Nobska Road, Woods Hole, MA 02543
29	Janet Azarovitz	20 Shapquit Bars Circle West Falmouth MA 02574
30	Alice Weiss	44 Harbor Hill Road Woods Hole Ma 02543
31	James Newman	5 Buzzards Bay Avenue

		Woods Hole, MA 02543
32	Deborah Siegal	P.O. Box 734 West Falmouth 02574
33	Peter Shile	25 Gardiner Road Woods Hole, MA 02543
34	Richard Hugus	312 Woods Hole Road
35	David Kessler	21 High Street Woods Hole, Ma. 02543
36	Barbara Morris	88 Quissett rd Woods Hole, Mass
37	Elizabeth Allen Brett	53 FR Lillie Rd Woods Hole, MA 02543
38	Robert Jaye	7 Church street WoodsHole Ma 02543
39	lois nancy garrett logan	482 woods hole road woods Hole, MA 02543
40	Philip N Logan	482 Woods Hole Road, Woods Hole MA 02543

41	Laura Hastings	18 Spencer Baird Rd. Woods Hole
42	Judith Stetson	261 Quissett Ave. Woods Hole, MA 02543
43	Anne Halpin	319 Woods Hole Road
44	Tom Jay	58 Pin Oak Way Falmouth, MA 02540
45	Diana Roth	52 Kirk Street Apartment A North Falmouth, MA 02556
46	Denise Jay	58 Pin Oak Way Falmouth, MA 02540
47	Laurie Raymond	31 Davis Rd. Falmouth, MA 02540
48	Bill Hallstein	36 South Road Falmouth, MA. 02540
49	Stephen Gellis	24 Spencer Baird Rd Woods hole MA 02543

50	Alison Leschen	15 Lantern Ln 02540
51	Ann W Carlton	71 Dodson Way E Falmouth, MA 02536
52	David Hastings	18 Spencer Baird Rd. Woods Hole, MA 02543
53	John Woodwell	Church Street, Woods Hole, Mass
54	Paul Lobo	114 Ships watch
55	Benjamin Gifford Morris	45 Quissett Ave
56	Ann m Gifford	45 Quissett Ave
57	Robert J Morris	45 Quissett Ave
58	Myla Kabat-Zinn	46 Buzzards Bay Ave., Woods Hole, MA 02543
59	Matthias Bossi	1 Wilson Road Woods Hole, MA 02543
60	Suzanne Kuffler	49 Gosnold Road Woods Hole, MA 02543

61	Stephen Laster	322 Woods Hole Rd Falmouth MA 02540
62	Bonnie Simon	144 Gardiner Rd. Woods Hole, MA 02543
63	David H. Martin	10 Buzzards Bay Ave. Woods Hole, MA. 02542
64	Ethan Lerner	147 Fay Road, Woods Hole
65	Jean W. McCluskey	45 Buzzards Bay Ave. Woods Hole, MA 02543
66	Douglas Amon	8 Quissett Ave Woods Hole ,NA 02543
67	Rebecca Eder	25 Gardiner Rd, Woods Hole, MA 02543
68	Lore Loftfield DeBower	16 Wilson Rd
69	Margaret McCormick	44 Quissett Ave Woods Hole MA 02543
70	Kristin Alexander	101 Cumloden drive Falmouth

71	Andrew Solow	44 Quissett Ave Woods Hole MA 02543
72	Molly M. Cabral	185 Sandpiper Ln #11
73	Karen Olcott	141 Fay Road. Woods Hole MA 02543
74	Judith Dowling	106 Ransom Road Falmouth, MA 02540
75	Penelope McGill	8 Quisset Harbor Rd
76	Kathryn Wilson	50 Glendon Road, Woods Hole, MA 02543
77	Klem Klimek	8 Quissett Harbor Rd
78	peter waasdorp	57 Beccles Road, Falmouth
79	Joyce Stratton	22 Water St. Woods Hole, MA 02543
80	Andrea Rugh	37 Gosnold Rd, Woods Hole MA 02543
81	John Dowling	106 Ransom Road Falmouth, MA 02540
82	Nat Trumbull	11 Church St.

APPENDIX B

Terence Kenneally: Good afternoon, everyone. My name is Terence Kenneally, and I am General Counsel from Steamship Authority. We're here to conduct a public hearing which shows section 15 of the authorities enabling act concerning its proposed 2025 operating schedules. I'd like to inform everyone that Sean Driscoll, the authorities communication director is making an audio and video recording on today's hearing. The hearing is conducted by the Steamship Authority, today is not a board meeting. Therefore, while authority board members may be in attendance, they will not be deliberating on the proposed scheduled changes today or otherwise responding to any testimony at this time.

Today's recording of the hearing will also be made available to all interested parties so they can view it after the hearing is concluded. At this time, I'd like to introduce some of the members of the authority's management staff.

Speaker 1: [unintelligible 00:01:06]

Terence: [unintelligible 00:01:08] on this one we don't. [unintelligible 00:01:09], yes.

Speaker 1: [unintelligible 00:01:12]

Terence: At this time, I'd like to introduce some of the members of the Authority's management staff who are here today whose responsibilities include our reservations and terminal operations. To my right is General Manager Robert Davis. To my left, Director of Shoreside Operations, Allison Fletcher. To Mr. Davis's right, who's off the screen here is Mr. Higgins. He can certainly say something and get on the screen if you'd like to.

Higgins: Good morning, or good afternoon, everyone.

Terence: The Authority's Enabling Act requires the authority to post and advertise in newspapers with general circulation in [unintelligible 00:01:54] Martha's Vineyard, and New Bedford. All of us propose scheduled changes at least 50 days prior to their effective day. Accordingly, in March, the authority placed newspaper advertisements that was proposed 2025 are being scheduled for the period from January 4th, 2025 to January 4th, 2026. The Authority's Enabling Act also provides that if the authority receives petition in 30 days of those advertisements that is signed by not less than 50 persons who are residents of any of those communities requesting a public hearing on the proposed benefit changes, the authority should conduct a public hearing within 14 days of receiving the petition.

On April 29th, the authority received a petition with respect to its proposed 2025 operating schedules between the Woods Hole of Martha's Vineyard and the Hyannis and the [unintelligible 00:02:43]. It was signed by 79 residents of the town of Falmouth, one resident of the town of Bourne, one resident of the town of Carlisle and one resident of the City of Cambridge. As a result, we are conducting today's hearing. We will receive testimony regarding the authority's proposed scheduled

changes to ensure that we gain the benefit of the views of the parties affected. The authority will also consider written testimony that is submitted regarding the proposed scheduled changes, but we ask that written testimony be submitted as soon as possible after today's hearing to ensure that it's timely considered. Written testimony can be emailed to schedules@steamship.com.

During this hearing, we will not be accepting comments or questions via Zoom chat function, which has been turned off. If there are additional comments or questions you wish to submit in writing, please email them to the schedules@steamshipauthority.com email address. In their petition, the petition objects to the Authority's proposed 2025 operating schedules between Woods Hole and Martha's Vineyard as announced in the Authority's newspaper advertisements as well as on our website. As advertised, the Authority proposed 2025 freight operating schedules between Woods Hole and Martha's Vineyard.

It would be essentially the same operating schedules that were approved in 2024 as well as the same freight operating schedules we ran in 2018, 2019, 2021, 2022, and 2023 and also were approved for 2020 where our schedules were modified because of the coronavirus pandemic. For 2025, the Authority is proposing to operate a 5:30 AM freight trip from Vineyard Haven with various vessels arriving in Woods Hole approximately 6:15 AM. For 2025, the Authority is also proposing to operate at 5:30 freight trip from Woods Hole only during its late spring and summer operating schedules with the motor vessel governor from May 13th through October 24th.

The Authority is also proposing to continue to limit the size of the trucks the Authority carries on its 5:30 AM freight trip from Woods Hole to trucks that are less than 40 feet in length, which we began doing in 2018 so that less noise is generated by the trucks that drive to the Authority's Woods Hole terminal in the early morning hours. After receiving and reviewing the oral written testimony provided through this hearing process, the staff will prepare one or more draft reports recommending either that the Authority maintain portions of its 2025 schedules and original proposed, or then make modifications to the early proposed schedules.

The staff will also explain the reasons for the recommendations, summarize the oral testimony received, and attach all written testimony received. When each draft report is prepared, it'll be forwarded to the Authority's board council members and then posted on the Authority's website. We will also email people to let them know the availability of the draft report on our website if they provided us with their email addresses through their written testimony or if they email us later and ask them to be notified. Again, all email requests should be sent to schedules@steamshipauthority.com. We are now calling members of the public who have joined this hearing via the Zoom conference application to indicate that they want to give testimony because the petition objects generally to the Authority's proposed 2025 created operating schedules, the team Woods Hole and Martha's Vineyard, **[unintelligible 00:06:20]** who submitted a petition on behalf of the petitioners should be the first person to testify today.

Although I do note that there may be some other officials who are there. At first glance, I see Mr. Brown **[unintelligible 00:06:33]** top of the list here. Mr. Brown should go first. In any event, please note that this hearing is not an adjudicatory proceeding, therefore, we will not be asking people to testify under oath, nor we will restrict people's comments to testimony that conforms to the rules of evidence served by courts.

Finally, I would ask those who testified to keep in mind that we'd like everyone who wants to give testimony today to have a fair opportunity to testify. In the event, we don't receive comments, we encourage everyone to submit written testimony as soon as possible after the hearing by emailing to schedules@steamshipauthority.com. With that, I'd like Mr. Brown, if you would like to testify first, please click the Raise My Hand icon on your Zoom screen.

Mr. Brown: It was already up.

Terence: Great. Or by pressing the star. Thank you. I would also ask everyone else who would like to testify to click on the Raise My Hand icon on your Zoom screen, or if you're joining us by telephone to press star on your telephone. If you're not speaking, we ask that you please mute your microphone as a courtesy to those people who wish to clearly hear the other speakers. Thank you. With that, I'll turn it over to Mr. Brown who appears to be in his vehicle.

Mr. Brown: Yes, sir. I'm not driving though, I'm parked.

Terence: You have the **[unintelligible 00:07:52]**

Mr. Brown: Thank you for having me here today. I appreciate. Just a few quick comments. I'm not going to take a lot of your time. The first thing I'd like to say is I know when you have these meetings within 14 days of receiving the petition, I would request that when you receive the petition, if you could send out an email to generally interested parties such as Select Board, The Smart Group, whoever else has been showing an interest, notify us that the petition is received and that comment period is open. I'd like to know if we could have seven days' notice rather than just a few, because it's difficult for people to attend at short notice, especially during working hours at 3:00 PM.

I would note that most of these type of meetings are held after 5:00 PM for the convenience of the public. If that's possible, I would appreciate it. With comments regarding the 5:30 boat, there's been no action recently by the Select Board but as you know you have a standing letter from the Select Board requesting the discontinuation of the 5:30 boat. This seems to me an opportunity this year with the larger boats coming online. We got a 25% greater capacity, I believe and you got an extra lane, seems like an opportunity to adjust that schedule, fill in some of that mid-

morning time when it's slack, and start managing the freight a little more expeditiously so that we can eliminate the 5:30 boat.

It just doesn't seem like you're considering that, and I hope you will consider it going forward. The 40-foot minimum, that's not a small truck, so I appreciate the fact that you have that minimum standard, but it's not like that's a minor thing. Those are the gist of my comments. I don't really need to take a lot of time will let other people speak. I appreciate your consideration and if you would like us to, I suppose our select board could refresh the letter and get a sense of the current members of the board. Maybe I'll bring that to our select board at our next meeting and send correspondence following. I don't know if that's within your window, but you can keep it on record if such a letter comes forward. All right. That's my comments. Thank you.

Terence: Mr. Brown, sure. Please, if you have some more written testimony or anything you want to send in, please have the board do that and if they could do it as soon as possible, that would be great.

Mr. Brown: Well, we just met last night, so the timing is tricky for us, but I'll ask **[inaudible 00:10:08]** here to put it on the next board meeting for update and future consideration. Thank you.

Terence: Thank you, sir. Who do we have next here, Sean? Mr. Trumbull over there?

Speaker 3: Yes, **[unintelligible 00:10:21]**

Sean: Can I bring him over?

Terence: Sure.

[pause 00:10:24]

Nat Trumbull: Greetings. Nat Trumbull. My first question is whether there are any members of the board at this meeting.

Terence: The only people who are-- Well, Stephen Coleman from our IT department has joined us since my introduction, but there are no board members here **[unintelligible 00:11:05]** with us today.

Nat: Right.

Terence: They'll be here soon. Oh, sorry, I do see, actually, Mr. Jeffrey is **[crosstalk]** and Mr. Ranney are also on the Zoom list.

Sean: All the board will be given a link to the recording.

Terence: To answer your question that there are two people on Zoom, and again, like we said earlier, this is all being recorded and will be provided to them.

Nat: Right. I'll make a single comment for now, and maybe I can come back and pick up with some other comments later. That comment is how disappointing it is to first,

receive confirmation acknowledgement of our petition only on Friday afternoon. That is basically two business days ago with news of first receipt

confirmation and news that the hearing would be today, 3:00 PM is not ideal. It's surprising to me that there's no in-person option when a few weeks ago, there was another public hearing and there was an in-person option as well.

Finally, for now, I've also been disappointed. Twice, I've written Bob Davis asking for myself and for others for an explanation of why the 5:30 AM from the vineyard asked to run 365 days of the year in your view, except I believe the last six weeks when that boat has not been running for technical issues, I'd be interested in how that's been going for the last six weeks, and generally the justification for having to run that 5:30 AM from the vineyard day in and day out. That's it for now. Thanks.

Terence: Well, I think just on that last point, Mr. Trumbull, I think that's going to be part of the report because that issue was raised in the petition. We'll be sure to address that in the report regarding the 5:30 trip off on. Who do we have next, Sean?

Sean: John Woodwell.

[silence]

Terence: John Woodwell is next, and then Suzanne Kuffler after that.

Speaker 4: That's what we say. [unintelligible 00:13:51].

John Woodwell: Can you hear me all right?

Terence: Yes, sir, we can. Go right ahead, please.

John: Very good. Thank you. After decades of doing everything it can to claim that it doesn't work to run freight through New Bedford, even the Steamship Authority can no longer deny that it does work. Not only is it economic to run freight and cars and people between New Bedford and Martha's Vineyard, it's economic to run them twice that distance between New Bedford and Nantucket. All this is now undeniable by the Steamship Authority, and all because of this initial miscommunication between UPS and the Steamship Authority over freight to Nantucket. This seems like a strange sight. The Steamship Authority forced to accept a more functional transportation system, one that it has for decades forbidden.

41 North is ready and willing to deliver early morning freight to Martha's Vineyard. In the process, it's going to pay taxes instead of the opposite, spend taxpayer money the way the Steamship Authority does. Now, even if 41 North

weren't ready and able to carry early morning freight, the Steamship authority still has no defense of its 5:30 freight boat. Let's see. Now that the cat is out of the bag, the Steamship Authority still has no explanation, real or imagined, no real reason to run a 5:30 freight boat out of Woods Hole beyond the convenience of truckers.

This is interesting. When the Steamship Authority didn't have straws to grab, it was the head of Martha's Vineyard Hospital that sent a letter around that the Steamship Authority waived as its sole evidence that it needs to run a 5:30 freight boat. That letter had nothing but specious arguments in it, like the one about how passengers on the freight ferry need it to get to work at the hospital as though you need to run a freight ferry to get those people to work. Since then, she's noted that it was the local politicians who asked her to send that letter, so there's nothing left, no remaining claim of a reason to run a 5:30 freight boat beyond the convenience of truckers. Thank you.

Terence Thank you, Mr. John. Ms. Kuffler I believe is next, Sean? Correct?

Sean: Yes.

Terence: Then Kristen Alexander will be after that.

[pause 00:16:32]

Terence: Ms. Kuffler, are you there? I think you're muted.

Ms. Kuffler: Can you hear me?

Terence: Yes, we can now. That's correct. Yes, we can hear you loud and clear now.

Ms. Kuffler: Yes, I can do the video too. Oh, it says stop. Oh, there.

Terence: There you are. Oh, you came in with [crosstalk].

Ms. Kuffler: It didn't come up originally. I'll have to read this because I'm not a public speaker, so it's a bit longer. Thank you for the opportunity to comment. My topic is better outcomes, and that's regarding the 5:30 ferry. We're here because the Steamship Authority, management, and staff are not absorbing the seriousness of sleep deprivation, whether short or long-term. Sleep is a time-sensitive lifeline for each of us. Please respect this basic life condition and reorganize your scheduling in 2025 to reestablish normal sleep hours for the affected community. Smaller trucks have not reduced the sleep disruption and early incoming trucks also add to the sleep disruption around the year.

Take us seriously. Triage is difficult

but necessary in complicated situations. Go ahead, prioritize time-sensitive sleep over the 5:30 AM freight. The weighted voting system is also propping up the early delivery schedule. This is silencing the local community. By contrast, all who use the terminal are actually dependent on Woods Hole as a lifeline. Respect the Woods Hole contribution and adjust to our preexisting priorities like sleep.

Martha's Vineyard has its own geographical limitations, very similar to those of Woods Hole. There are bottlenecks everywhere. Woods Hole cannot and should not be expected to solve all the complexities of the vineyard freight needs and timing requests. Local community members have prioritized time-sensitive freight from Woods Hole, but not at 5:30 AM. Surely your mandate does not include any right to do harm. Property ownership does not include a right to do harm. Use of a state-maintained roadway does not include the right to do harm. Travel time preferences are not supposed to do harm.

Woods Hole will never be designated as an industrial port. The circumstance has consequences like residential neighborhoods, a designation that has carried a long history of state and local support. All parties that use the Steamship Authority Terminal need to come to terms with the real situation. People live here. Pushing limits is actively causing harm. Your new boats can carry more. A later arrival on the vineyard is the right thing to do out of respect and decency for the landside lifeline. A lifeline to the vineyard is not possible without us. I really don't think you're listening to us all these years. We started in 2018 and the fact that you have the vote that says you want it doesn't mean that that's the right thing to do. Thank you.

Terence: Thank you, Ms. Kuffler. Ms. Alexander and then Mary, help me, Sean.

Sean: Nope.

[laughter]

Terence: Mary, I want to do your last name justice, I'm sorry. It's **[unintelligible 00:20:16]**

Mary: **[unintelligible 00:20:18]**

Terence: **[unintelligible 00:20:19]**. Anyway, Mary, you're next after Ms. Alexander **[unintelligible 00:20:25]**. I apologize. Yes, Ms. Alexander.

Ms. Alexander: Hi, thank you for the meeting. I just want to reiterate what Doug Brown and Nat Trumbull said. I also want to add in that this is affecting residents who don't live along the Woods Hole Road corridor. I've moved away from there. There's been a lot of people in the vineyard who have comments about, "We should just not live there." I just want to comment that I have moved away from there. I'm a mile away

from the road, and it affects me every single day. Since 2018, I've been coming to these meetings, and I haven't seen anything happening from the board of the Steamship that shows any respect to the town of Falmouth or the residents along the corridor from Falmouth, actually from Bourne all the way down to Woods Hole.

I haven't seen anything happen since 2018. I'm going to continue to be on these meetings whenever I can, as long as I'm alive because I think it's really incredible that the Steamship Authority has not taken into account what this is doing to the

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town. At a certain point, things have to change. You need to listen. You need to do something about it. The 40-foot minimum, you have extra room on your boats now, and it's got to change. You have to, at a certain point, start listening to people. It just has to happen. I feel it's time.

Terence: Thank you, Ms. Alexander. Mary is up next, and Mr. Goldman is on deck. Mary, are you there?

Mary: Yes, I am.

Terence: Great. [crosstalk]

Mary: Thank you very much for the meeting. You can see my background that I put up for all my Zoom calls. That's my way of saying my heart's always in Woods Hole. I've been coming here since before I was born. What I would like to say is thank you for the meeting, but I'm very disappointed in the way that the notice was given and the timing of it. I know the statute and the requirement for 14 days, but really, it feels like this was done in a way that it would not get the most participation. With that said, I feel very strongly that larger freight carriers, that 5:30, now that you have the larger boats, that 5:30 time frame is not needed because you can transfer that carriage over to the larger boats.

Since 2001, when the CAS report was done, there has been a recognition that this community of Woods Hole has been, and they use the word angered in there, has been concerned, angered, frustrated by the amount of traffic that is pushed into that town, which is landlocked, it can't grow, and it's not a freight port. The non-time

sensitive freight should be moved to a location that's designed for freight, which is New Bedford. It should be moved to a location that is really better for them as well as for the community of Woods Hole.

When those two bridges are being under construction, if we think that there's backup traffic at the bridges now, wait till that happens. Again, the 5:30 is just one part of the issue associated with what is going on. Since 2011 to 2023 by the public statistics, there has been nothing but a growth in the freight traffic. It has never gone down. If you just look at the last couple of years and you look at the waste, which is why Vineyard waste is coming off the Vineyard, why septic tanks and trucks are coming off the Vineyard don't know. There may be no choices, but those trucks which are carrying trash septic material are coming through the town in greater numbers.

Somewhere along the line, it's got to stop. I volunteer at the public library every summer since COVID where they have the outdoor book sale. I sit there for several hours right at the Woods Hole Public Library, and I see the traffic, and I see the behaviors of not just the truckers but the motorcyclists and everybody else in those hours. If that's even remotely close to what goes on at 5:30 in the morning, we got big problems. What I would really seriously and heartfelt ask is that the board, the management really reworked their scheduling.

You've got your bigger boats, it's time to fill them, not increasing the traffic. You signed a deal with Hyannis to try to keep and even with Woods Hole to try to keep the growth down to other levels. This is again, part of the CAS report and it hasn't been successful. We have got to figure out a way to keep the freight down as it's trying to go through Woods Hole. I know that the people in Vineyard Haven, they too are struggling with the amount of freight, but we are more of the, we can't do anything. Martha's Vineyard residents and the Vineyard can decide how to manage their growth.

We're a victim of their growth, not a victim of our own growth. We're a victim of their growth. It's a point where somewhere along the line, all of these communities have got to get together, including the Steamship Authority, and say we can't keep pumping large volumes through a community that cannot expand. You can't expand the road, you can't expand

the port anymore. You're putting in ticketing windows that aren't, in my opinion, needed because I go there every year. With all that said, somewhere it's going to have to give. Maybe the bridges will cause it to give.

I'd like to think that the Steamship Authority plans to be a master of its own fate and not wait for something to really push it where there's a disaster of some magnitude that none of us can control. Those are my comments. I thank you for having the meeting. I wish it could be in person. If it was in a week later, I would have been there. I appreciate it and thank you.

Terence: Thank you, Mary. All right, Mr. Goldman is up, and then Ms. Laster is after Mr. Goldman.

Goldman: Can you hear me?

Terence: Yes, we can, sir. Go right ahead.

Goldman: Many of the previous speakers have basically reiterated my feelings as they have since 2018 and some before. I wanted to know, of the four people that are sitting in front of me, do any of you live on or near Woods Hole Road or 28 from Bourne? I'm looking for a response. I'm not asking for your address. I'm asking for the answer to that question.

Terence: The answer to that question is no, sir. Go right ahead.

Goldman: The reason I'm saying that is because that's a first in my experience, a response that is directed to a fact. John Woodwell is a very good speaker and a very good statistician who tells us numbers and tells us facts, as does Mary. The bottom line is, if you go into Falmouth, there is so much change afoot that basically warrants more traffic. If you go into Wood's Hole there's also huge impacts from development, something that really hasn't happened here for a long time, which basically will have a negative impact on traffic. It'll increase it.

The 5:30 boat is always a sticking point because of your intransigence, your inability to either deal

with the emotional content from a community that you are vested in, or because you are trying to fulfill a mission that may not be in the best interest of any of the port towns, specifically Woods Hole. It really, really astounds me that this continues like this because it's an act of malfeasance really. It's the bull-in-the-China shop attitude. I'm not sure I understand your game plan, your community relations.

The letter that Alison wrote in response, I think to Nat regarding a shipper who was a third party, which would make it difficult for the SSA to identify the driver was very cavalier. I'm sorry, Ms. Fletcher but it's cavalier in the sense that you can shoo any attempt for culpability or really responsible response. In other words, this is a, "Chances are we will not have that truck and driver down here anytime soon." If you can't identify the person, how do you even know that that's possible? These are the little things, and that's what we've been reduced to. We've been reduced to the petty little parts that we hope can put a tick in the armor, but the reality is there are facts.

Those facts are the community in which you operate is affected, and you as the effector will take no responsibility for that when we ask both by petition in multiple numbers and by even our elected officials. Doug Brown, in asking for the very simple, petty, but simple part of it. Mary said this too about the arrangements, about how you want to hear the information. It's not rocket science to tell us that it can't be changed. When I see all the big buildings, and basically, fights for new communities within the town of Falmouth that are massive and in Woods Hole, I am gobsmacked at

how there's a huge disconnect with one of the largest institutions, meaning the SSA, in our region having an impact from Bourne to Woods Hole to the Vineyard and to Nantucket, and how that process is not completely understood by you in terms of its effects on us.

Like Mary, my family has been there since the 1950s, so 70-some-odd years. The changes are to be expected. With the SSA, I remember the old Nobska. This was a long time ago. I remember it with fondness, as I remember Steve Laster saying he too had these great fondness for the old ferries. That's water under the bridge because now we have these massive boats that are an aging technology, which we've gone over until we're blue in the face. Whether they serve your purposes or not, they also cause an opening of quantity because it allows more shipping possibilities.

I sit here at my desk in my studio, and I have this old sticker left over from probably, I don't know, before 2018. It's time to think New Bedford. That's been there for 20 years. I just think the world is really being separated back into tribalness. Your tribal sense against the rest of the place that you occupy is combative, and it doesn't need to be that way. It needs to be empathic. It needs to be seeing the world with arms open, not closed. There's no outreach for that when it comes time for the possibility

for alternative energy. That's put together and pushed forward not by BIA, but by the crowd at Falmouth High School at a meeting long ago before the HMI report was delivered.

That goes under the bridge, just like everything else. I just think that you do what you do for your own efficacy, and so be it, I suppose. Villagers can just take it. That's what it is. Now, I hope

that I'm appealing to your reasonableness because the only opportunities in this era for us to come outside of our bubbles, outside of our tribal mentalities, is to meet in public, and even better in the real world, not virtual because we breathe the same air, all that stuff is important. If you're not getting our story after banging our heads against the wall for years, for decades, this becomes untenable. I basically, since COVID, have decided-- we're all locked down, we're all inside.

I really have given up hope that you will hear us. Yes, you sit there. Mr. Keneally, you're the spokesman there. It's your voice that we hear, mostly. This is a leadership question. I really think that the way you operate in a public framework, whether it's the website, whether it's ship failings, whatever it is, these things become untenable. That's basically all I wanted to say. I really hope things change with all the massive growth that we're seeing. I don't hold out much hope. I think that New Bedford, we had to claw to get to where we've gotten.

As John said, the facts are on the table. You know them, and we know them. How do we get this tribe to be made larger, more inclusive, and take in what we've been saying? Thank you.

Terence: Thank you, Mr. Goldman. Let me see, who do we have next, Sean? I'm clicking way too fast. I'm sorry, I see Mr. Fitzell.

Sean: Yes.

Terence: Then I see Ms. Laster after.

Sean: Ms. Laster had been first.

Terence: Oh, she was actually, that's correct. Let's take Ms. Laster because I believe she was ahead of Mr. Fitzell before.

Judy Laster: I would like to state that although the image on the screen is of the Woods Hole Film Festival, his opinions are mine, and not the Woods Hole Film Festival's. For the record, my name is Judy Laster. I'm sorry that we have to be here again because this is,

I don't know how many years we've been doing this, the same dynamic each time. We beg you, you stare at us like you're in pain to have to even listen to us. Believe us, we're in much more pain having to be here talking to you about this.

Does it have to be a painful interaction? Probably not, but I don't have any hope that it's going to be otherwise. Rather than giving you guys the benefit of my thoughts and my testimony, I'm going to be asking questions, which I would like a written response to in the report that you issue. I would like to make sure that any report that you issue has had a vote of your board of directors, and that those directors actually agree with your statements because I have no faith in anything ultimately at this point that you as a staff tell us. Here are the questions, please write them down.

Who makes the decisions at the steamship authority regarding scheduling, and for whose benefit? What kind of consideration do you actually give a hearing like this and the testimony that we've given you the benefit of having for many, many years? Understand that we are offering you our time, expertise, information, suggestions because you are careening into a future, which you are going to crash and you're going to crash hard. At that time, you're going to come begging for the community to assist you in trying to rebuild the Steamship Authority.

Please give us a financial analysis of how you make your decisions about scheduling, and for whose benefit. Is it just for the trucking industry? Somehow the Steamship Authority makes money out of your scheduling decisions. When you initially stated that you were putting the 5:30 trip into place, you said, "We will reconsider it if the community wants to reconsider it. This is not a permanent thing." Was that a true statement? Or were you just saying it to appease us and hope that we would actually believe what you were saying? When do you plan to write the recommendations to your board?

How do you make those recommendations? Have they been written already? Is this hearing just perfunctory? Is your plan now that you have bigger boats and probably need to pay for them to actually expand your schedule in Woods Hole year-round? I've heard people say that ultimately you're going to be going 24 hours. If that's the case, I want to know right now. Which lobbyists do you consult with on a regular basis to make sure that the community of Woods Hole has no voice and people do not consider anything that we're requesting? Are there minority

opinions in the reports that you issue?

If so, how do those minority opinions get into your reports? Basically, I would also like to have somebody have a hearing that's an actual hearing. This is not a hearing under the Massachusetts General Laws, where there's testimony given, sworn testimony. I would like to have a hearing where everybody is under oath. I would like you to also be under oath. That's it. Thank you.

Terence: Thank you, Ms. Laster.

Sean: Ms. Laster, the beneficial for the board [unintelligible 00:42:42] so we didn't miss anything.

Terence: We have Mr. Fitzell. I believe that's Mr. Fitzell. It's him, right?

[pause]

Terence: Then I see Mr. Kuppler has his hand up next as well. Yes. Mr. Fitzell, are you there, please? Sir. We see you're muting with your hand up.

Fitzell: Can you hear me now?

Terence: Yes, we can, sir. Loud and clear. Go right ahead, please.

Fitzell: I was asking if we couldn't shake up the order of the meeting and have Mr. Davis answer this one question. What is it that requires the 5:30 boat from Woods Hole that is more important than the health and safety of the residents of your main port? If you could answer that question, that would help a lot of us. Thank you.

Terence: As I said earlier, sir, we're not going to be giving testimony on our end today. Again, the point of the meeting for the hearing today is to gather the information so we can track the report and make the recommendations to the board so we can address that in the report if you'd like us to do that, and we will certainly do that. That's the list that Ms. Laster gave to us. Is there anything else, Mr. Fitzell?

Fitzell: That's it. Thank you.

Terence: Thank you, sir. I see Mr. Kuppler has his hand up, and I don't see anyone else's hand. If anyone else would like to add comments, please raise your hand or press star nine on your keypad and we'll bring it to the floor. For now, Mr. Kuppler has the floor. I see you've muted there, sir. There you are. Yes.

Damien: I'm not going to be as generous as most of the previous speakers because I see very little reason to be generous with you guys. You've absolutely shown zero concern about the well-being of the cape, especially Woods Hole. You knew immediately when you proposed the 5:30 boat, that there was opposition. I believe it was a sham when you said that you would consider canceling the boat if it was opposed to. Since then, you have not done anything to show consideration for the needs of the community.

You have made little concessions trying to treat us like little children. We'll shorten the length of the trucks, but we'll put more trucks. Nothing has changed. This is just like the massive building you want to build. You've insisted on building it. You said it could not be changed it was fixed, then you change it. Then you say you couldn't move it, then you move it. There's no reason to believe anything that you have has substance in it. Is this lying? No, I just don't believe you're telling the truth.

I don't think you're capable of telling the truth and coming clean with us. As Judy asked, she wants facts. We all want facts. We want to know where you're coming from, where you're going. From what I see, it's just seat of the pants. You have no idea what's lying ahead, except scheming, getting bigger boats, more capacity to carry. As somebody just said, perhaps even running 24/7. I don't think there's any

concern in your mind about the impact that you have on so many people, day in, day out, year after year.

There's not a single indication that you have any sympathy to anybody or anything except yourselves. However, you do seem to be very sympathetic with everything that's wanted by the restaurant tours and developments of the vineyard. Why don't you show some compassion and some interest in those of us who you're harming all the time. The reluctance of anybody to say, "No. I don't live near the steamship corridor." That shows you don't really want to share anything.

The refusal of the general manager to make any comment, you say, "Oh, we don't make comments." Well, you never make comments. You never actually address any of our questions. I would be really remarkably surprised if you answer any of Judy's questions in the thoroughness that's required and with complete honesty. I would like to see a Steamship Authority that's part of the community, constructive, sympathetic, and bending over to help us, not just help yourself and a few people on the vineyard.

I'm afraid that when you get your new boats, you're going to have new boat, the big boats with 25% greater capacity running 5:30. That's going to be more traffic. Again, more abuse from you guys. Lack of sympathy. You didn't have to do that. Gas guzzlers, where is your forethinking? You seem to have something else in mind entirely. Again, you don't allow passengers on the barge or boats coming out of New Bedford. I think that's a way to scuttle it.

How do you expect the truckers to actually manage when they have to cut independent transport from New Bedford to Woods Hole? What happens if their bus or truck or whatever way they're getting to Woods Hole breaks down? What are you going to do when one of your huge boats arrives in Vineyard Haven without a trucker to move them? Where's your forethought? How are you guys going to manage this? What are you going to do when the Vineyard and Nantucket people say, "Wait."

You're going to be overboard. Nobody's going to support you. You're going to have no sympathy from anybody. You've lost all elements of integrity and anybody's confidence. I would like to hear truth from you guys. Not more babble. Not more delays. Not more of these meetings where you sit there in awe of yourselves, bored as hell. Looking terrified that we might ask harsh questions or behave like me, which you think is rude and crass. No, we're not rude and crass.

You are the abusive ones. Our communities are suffering and suffering terribly. You guys go home at night. You sleep well. You sleep into the morning when it's comfortable for you. You want to try and live along the corridor and see what other people are suffering. I will not say thank you because there's nothing to thank the Steamship Authority except for abundance of abuse. That's it.

Terence: Moving on to Mr. Trumbull. Mr. Trumbull, are you there, sir?

[pause 00:50:03]

It appears you have your yourself muted there, Nat.

Nat: Thanks. Sean, I'm going to try to share a slide. Let's begin with this. Is this visible, the slide?

Sean: Yes.

Nat: This is the steamship's reported numbers of trucks carried between-- total numbers annually carried between Woods Hole

in the vineyard for the last 12 years now. There was a dip during COVID. The overall trend is increase on average of 3.75%, almost 4% growth per year. This reflects many things, growth of the vineyard of course among others. I'd also like you to next consider-- shift slide. What the now scheduled Aquinnah, which is appearing in your schedule.

To me, it doesn't sound right when you say they have the same schedule, but you really need to say-- and we have a larger boat coming on. I've looked this carefully is the information provided allows. My understanding is the Aquinnah and the Barnstable will have 25% larger deck space. I've also seen the numbers of 39 vehicles. You can now carry on the Sankaty. I saw a sketch where you would have 50 vehicles on the deck of the Aquinnah. To me, this is a 25% increase.

When one looks at a graph of current so that very same one looks at the dark blue bars between 2012 up through 2023, these are your reported total numbers. I've placed next to them a 3.75 that very same average and simply projected it until the end of the decade, again, a 3.75 average increase. Then I've added that extra deck space of the Aquinnah. I don't know, I've asked but no one has been able to tell me if-- Bob Daves, I asked you this and you couldn't say whether or not this would be--

That larger 25% increase would allow for three additional trucks on each run-on of the Aquinnah, possibly two. I don't have information other than the sketches I've seen where current 39 vehicles can next carry 50 vehicles on the Aquinnah.

I have made the assumption that you may be able to carry an additional three trucks on each run of the Aquinnah. During some parts of the year, this is seven additional round trips. You run most of your vessels seven round trips a day. That is 14 one-way trips. This is an additional, as I see it, 6500 truck capacity with your existing schedule, which is what you're basically offering us.

Suddenly you have a much larger capacity, and you may say, "Well, we're only going to get two additional trucks on this larger vessel." I've plotted that here as well. Instead of the green, we'll have light blue bars here, that's a 4400 truck increase annually. Well, your way up with your total. When I look at your 60-plus trips during the summer, to me this additional deck space is the equivalent of a whole round trip that you could eliminate or schedule less frequently that would still provide the current capacity you have with these much larger ships.

To continue here your transit is about-- the 5:30 AM boats, to me, this defies logic and makes no sense given the extra space you will be providing. I know Jim Malkin's view is all important to you. I did want to just quote what Mr. Malkin has said at your March board meeting. I just want to repeat so the board hears directly from me a comment I made to the port council at their meeting. When they were discussing the proposed schedule, and specifically relating to the 5:30 AM summer schedule out of Woods Hole.

Then he goes on. "We feel it's necessary to get those trucks on the island or to get them off the streets in summer season when our visitors throng our streets." Well, that is one point of view. I think you can get 14 or so of your 40-foot trucks on the 5:30 out of Woods Hole. I just can't say that 14, what you've called shorter, or 40-foot so-called straight trucks on the whole island of the vineyard are clogging up all of your main arteries. To me that, again, just makes little to no sense.

I'd also like to point out that Mr. Malkin has always emphasized the arrival of goods on the island, the 5:30 out of Woods Hole. Each year now for several years, we have also asked for the elimination of the 5:30 from the vineyard. Mr. Malkin has never asked you to strongly support the 5:30 from the vineyard, which is not only in the summer, but it's 365 days of the year. Those trucks coming off the 5:30, they reach Woods Hole a little after 6:00, also incredibly loud, incredibly noisy.

They wake us up daily. Including in the middle of the summer when your overall truck numbers are down it makes a little sense for you to be so injurious to the Woods Hole Falmouth community. Yet so insistent that this is the only solution you can find. For the last three years, as far as I can tell, you've made no compromises after our public hearings. If anything, you've eliminated the prior through a Section 15(a) report offer the Woods Hole/Falmouth Noise & Traffic Working Group which met for over two years.

Two of us were appointed officially by our board of selectmen to be on this working group. You simply eliminated it, stopped convening it. We've seen no progress. We've seen no compromise. We've seen no effort on the part of the steamship senior staff to provide some creative solutions, especially given these much larger vessels that are coming online. Again, it just makes no sense to us. Those are my main points. I hope they'll find their way into the report.

Maybe just as a final point, today we've not heard from the vineyard at all. Maybe someone will speak up. Each year the ratio of Falmouth residents opposed, in some cases vehemently opposed like myself to the very early boats that are waking us up so early are shared with you at a ratio of 10:1. Today, we haven't heard from a single vineyard voice supporting your schedule. This also makes no sense to me. Those are my comments.

Terence: Thank you, Nat. I think I see Mary has her hand raised again, as does Mr. Woodwell. Why don't we take Mr. Logan?

Sean: I already [unintelligible 01:00:31]

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Terence: Oh, it's okay. I'd like everybody to get an opportunity before. Anyway, I'll have Mary go. Hi, Mary.

Mary: Thank you very much. Just FYI, it's pronounced Musacchia, not a big deal.

Terence: Musacchia, okay.

Mary: Since I was in grade school, they would stutter over it and I just raise my hand and say **[unintelligible 01:00:52]**.

Terence: I appreciate it. **[unintelligible 01:00:54]**.

Mary: Not a big deal. I wanted to add one point or emphasize one point that Damien Kuffler made, which was about the drivers from the New Bedford because I do believe you can move with 41 North in their proposal. You can move more freight coming out of New Bedford. I was sort of gob-smacked at when I heard that the drivers could not be on that boat with their truck. Under any other scenario, and again, I have no real understanding why because it makes no sense to me.

I don't think a 200-pound person added on a freight truck is going to make any difference for that reason. What I would like to say is, I think it's just critical that things be changed to facilitate the movement of the freight to New Bedford, which would include allowing the drivers to go with their vehicle. Which would possibly and probably lower the necessity for that 5:30 transport because essential things could come on later. Non-essential, time-sensitive freight can come out of New Bedford.

If you make it impossible, under any parlance I would think anti-trust, where you're trying to prohibit commerce by doing something that makes it irrational and unable to engage. My immediate reaction is, why would somebody have a rule like that unless they wanted to stifle commerce of that type? That usually falls under some other rubric of anti-trust violations and all that, which is probably not the case here at all. Again, it's monopolistic practices that are not necessary, and I can't figure out why they're there.

I just wanted to touch on that one point that Mr. Kuffler made in a different way, and urge you all to get rid of the 5:30 and move freight under 41 North or whatever out of New Bedford, wherever and whenever possible. It's ceased to be rational to come this much, to try to come in and out of Woods Hole. If anything, Nat's chart shows where we're heading, which is just not sustainable. It's just not sustainable. There's not enough real estate in that community. Anyway, thank you so much. Again, I hope next time we can do this in person.

Terence: Mary, before you go, I will interact with you on this one because I think there's a misunderstanding. I think it might help a lot of folks. Even when we're talking about 41 North, and again, we talked about that again this morning at the port council meeting. What I would encourage people to do is take a look at what they're currently doing and then talk it and understand it. 41 North doesn't operate a vessel

like ours. Quite frankly, other than licensing authority over them, we have no other grand regulatory control over them.

That's the United States Coast Guard in Florida. They move their freight via tug-and-barge, and then they make up with our transfer bridge. They actually modify their barge so that they can drive the trucks off in Nantucket. They don't have a certificate of inspection that allows them to carry passengers. Legally, they can't carry, other than their own crew members, people on their barge. That's much different than what we have where our freight boats have certificates of inspection from the Coast Guard that permit freight and passengers.

That's a significant difference. We don't have any say-so. Even if we said they could take passengers, **[unintelligible 01:04:58]** probably the Coast Guard is not going to allow that. I'm sure the operators of 41 North aren't going to do that either because they don't want to lose their certificates to operate. I want to make sure that folks are clear on that. Again, their operation is up and running, licensed in Nantucket. As we talked about this morning-- you can take a look at the port council meeting this morning. All right, so with that--

Mary: That's helpful to understand that it's a certificate of authority under the Coast Guard that would allow the truck and the driver to go on the same vehicle, or on the same vessel. If the Coast Guard gave that certificate of authority, that would be fine, as far as you're concerned. Your license to 41 North to be able to take cargo freight from New Bedford to the Vineyard. Do I have that right?

Terence: Whatever you carry on your vessel has to be a part of your certificate of inspection from the Coast Guard. They don't have permission to carry passengers on their barge.

Mary: If they got that permission, that would be fine then for you. Because as I understand it, you license the ability to come into the Vineyard Haven to the docks that are there.

Terence: I guess into that scenario, I don't see a tug-and-barge being permitted to have passengers, but that would be up to the Coast Guard. **[unintelligible 01:06:26]** we've got some other people here, Mary. We're going to move on. If you have any questions, just please send them through to me or to the schedules at steamshipauthority.com.

Mary: Thank you.

Terence: All right. Thank you, Mary. Let's see, who hasn't gone yet? It's Mr. Logan. Let's take Mr. Logan. [silence] Mr. Logan, are you there, sir? [silence] Mr. Logan? No. I think you're muted, sir.

Philip Logan: Can you hear me?

Terence: We can hear you now. That's correct, yes. Go right ahead.

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Philip: Just a couple of quick notes. Compliments to you this morning with the port meeting. I thought the discussion of 41 North was very enlightening, and I see there's a lot of wisdom in that group of people discussing it. To this timing today, look, you guys know how to run boats and you know how to run shipping, but you're not politicians and you're basically a captured agency. There's a whole literature in the economic world about regulatory capture.

It's way over your head, beyond your pay scale. Basically, it says that when an agency has got some regulatory function, they're subject to being captured by the people they're regulating. It's turned around from being something that they're regulated for the common good to where they're regulated for the people they're regulating. This is the case here. It was particularly set up because of the way the voting weights are in the board of governors, where the islands get to be happily regulated by you guys.

Anyway, if you look at the how and when you deliver your goods to the islands, it's almost like the collegiate college gone crazy. It's a pyramid, top of which is the board of governor member from the Vineyard, and below him are the merchants that are approving of him, and the shippers disapproving of him.

Maybe some others down and further down bigger numbers that are sort of indifferent or happy to have the force-feeding that's coming about as opposed to a lifeline. Then at the bottom, I think, there are plenty of people who are upset with a growth and the congestion, et cetera, et cetera. Then the mainland people who are put off or pay much of the costs of that force-feeding. That's about it. That's the end of it. Thank you very much.

Terence: Thank you, Mr. Logan. I see Nan Schanbacher. **[unintelligible 01:09:53]**.

[pause 01:09:55]

Ms. Schanbacher are you there, please? I think you're muted. There you are.

Nan Schanbacher: Here I am. It takes-

Terence: Continue.

Nan: -a minute for your stuff to upload. I was not going to comment because I've reached the point of having essentially given up. Trying to have any changes made is perfectly clear to all of us that you hold these hearings because you're required to by law. I assume that the reason for the law to be the way it is, is so that you can take care of it, take testimony, and actually include that in your calculations on various topics. You don't do that, you don't answer our questions.

It's very convenient to say, "Well, we're not going to answer questions. We'll put out a report." Then you put out a self-serving report, basically saying, "Well, we're not going to change anything." I would just like to point out, in addition to seconding everything that has been said today, that you have already grown beyond the

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bounds of the property you own. You have seized the corner of Luscombe Avenue and Railroad Avenue.

You've essentially seized Railroad Avenue as part of your exit ramp for the slip that you swore to the skies was only going to be used for repairs and is clearly being used every day as an active slip. You have also seized the Crane Street Bridge, which only has two lanes. The right-hand lane going towards the Steamship has been appropriated as your arrival's lane. Everybody has to slow down and go through the kiosk and then be distributed wherever it is that the cars are distributed.

In the process, as the traffic backs up all the way to Harbor Hill Road sometimes, people who work in the village are not able to get to their work, and people who live anywhere on Juniper Point are not able to get to their homes. I cannot believe that in your authority, you are allowed to prevent tax-paying citizens from reaching their own homes. There was a backup on the bridge yesterday. You're not even on your summer schedule yet, and the traffic is already out of control.

I would like everybody to recognize that if you continue the way you have already been going, you're going to seize more. I don't know how you're going to do it. There's nothing left to seize. You've taken half of Great Harbor. Where are you going with this? Even if you run 24/7, God forbid, but even if you do, all you're doing is increasing and increasing and increasing. You have nowhere to go. Meanwhile, the rest of us can't go where we need to go and are entitled to go because you've taken over.

If you want an arrivals ramp, you need to rebuild the Crane Street Bridge. You're going to say, "Well, we don't own the Crane Street Bridge." The state is going to say, "Well, we don't really own the Crane Street Bridge, the state highway ends at the beginning of the bridge." You can't say that Tommy Crane owns the Crane Street Bridge because the private road doesn't start until the other side of the Crane Street Bridge. You have seized a bridge that nobody claims to own and you are using it not as a highway, but as an arrival ramp for the various boats.

At a minimum, you've got to either build a third lane on that bridge or find a way for the people of Woods Hole to go about their business without having to wait in a standby line with the tourists. It's already intolerable. You hide behind your status as a quasi-governmental authority and shrug your shoulders. I'm sorry. You have to deal with one-third of your population in your ports.

You cannot

simply continue to-- I want to say throw us under the bus, but maybe I should say throw us into your wake. You cannot go on ignoring. Your charter says that you exist for the benefit of all citizens of Massachusetts. Well, all of us here in Woods Hole are citizens of Massachusetts or part-time residents at the very least. We pay taxes here and we're being treated like we don't even exist. I've complained about this in the past.

It's inexplicable to me that you could all-- everybody that works there apparently doesn't care. You shrug your shoulders. We're a nuisance. You hold these meetings because the law requires you to, but that's all it is to you, is a nuisance. I give up. I don't know what to say anymore. It's simply impossible. I'm not going to thank you either because I think the way the authority has been behaving for years is unacceptable.

Terence: I see, Mr. Woodwell, again, and then Mr. Kuffler.

John: A couple of things have come up in the past several minutes. First is Crane Street Bridge, it's the town of Falmouth that owns Crane Street Bridge. An effort to set rules for the use of Crane Street Bridge. In that effort, it was the Steamship Authority that exerts control. It asserted its control, its decision-making authority over Crane Street Bridge. It was Steve Sayers, who said, effectively, paraphrase of his words. Steve Sayers being the former general counsel of the Steamship Authority.

Current hired gun that the Steamship Authority would oppose the town in setting rules that would set appropriate uses for the town of Falmouth's Crane Street Bridge. Yes, we own it. That is the town of Falmouth, and Steamship Authority seeks to control it. There is not a need to ship the tractors back and forth between Martha's Vineyard and New Bedford. You could ship the trailers without the tractors, and the tractor that drops off the trailer. You can pick up a trailer coming off a barge in the other direction.

I understand that in so many efforts to get around the Steamship Authority and establishing ferry service, whether it's freight, passengers, cars in between New Bedford and the Vineyard. The latest objection that we just heard a minute ago is that the Coast Guard isn't going to allow that. I'm going to point out that it's even more efficient not to ship the tractors and the driver back and forth across the water. You leave the tractor and the driver on one side of the water, and you pick up and drop off a trailer in the same trip.

The question of credibility of the Steamship Authority has come up. I'm going to point out again that in its efforts to kill off one ferry service after another, it was in 2001 that the Steamship Authority killed off Seabulk. Refused to allow Seabulk to run ferry service between New Bedford and Martha's Vineyard. The very document that it did that Steve Sayers again rating about the Steamship Authority. "In April 1999, the Steamship Authority--" the representatives also voted unanimously. "To adopt a goal to reduce freight traffic levels through the ports of Hyannis and Woods Hole to the 1997 levels as soon as practicable but no later than May 2000 for the Woods Hole Martha's Vineyard run."

As Nat Trumbull has pointed out the Steamship Authority has systematically done exactly the opposite. It has systematically killed off the alternatives through New Bedford. Okay, well, thank you very much. I appreciate your time, even though we pretty much know what the Steamship Authority is going to do under its leadership of

the two representatives, one from Nantucket, one from Martha's Vineyard. Thank you.

Terence: Thank you, Mr. Woodwell. Mr. Kuffler? Again, I don't see any other hands outside. Mr. Kuffler, if you up, there's another one. I don't see any other hands right now, but if folks want again, we'd like to get some other views as well. Mr. Kuffler, you're back on. Sir, go ahead.

Damien: Thank you. I have two comments, the first short comments. The first is that it's fascinating how you play a duplicitous role. Earlier in this meeting you said, "We do not respond. We listen and we'll write our answers in a report." However, in this same meeting, in response to a comment that you found inappropriate, you were perfectly happy to respond because it was in your best interest. Does that mean that you cannot and will not answer any other issues because you're in the wrong, that you don't have constructive answers?

I don't like that behavior where you're completely self-defensive, and standing up to defend yourself anytime you can and ignore anything when you don't want to. The second issue is, I'm fully aware of the Coast Guard regulations about passengers on the tugboat or on the barge. That was not my issue. The issue, and that was addressed just recently, that why then did the Steamship Authority put in its regulation that they could not carry passengers. If that decision is up to the 41 North, whoever else is doing to get the permission, then it's up to them.

You inserted that into the regulation for getting the potential contract. When asked if they got it, the permit to carry passengers, would you approve it? You refuse to answer. Again, it's not clear that if somebody, a barge somehow got Coast Guard approval, or they managed to do something to get the drivers there that you would approve it. I would like to know an answer if the barging company got approval to have passengers or transport them. Would you approve a Menger contract agreement with some company like 41 North to allow them to transport passengers?

Terence: Well, with respect to that, sir, I think if there was a licensed operator who met the requirements of our licensing policy, and they could carry passengers then we would take a look at that. Again, here as a staff, we don't make those decisions--

Damien: You're avoiding--

Terence: Excuse me, Mr. Kuffler, give me a minute to say what-- you wanted me to respond, do you not? Okay. If the folks met the requirements of the licensing policy, and they have the requisite documentation from the Coast Guard, and they met all the requirements. We could consider making that recommendation to the board, and is our board that makes those decisions not the staff. To your point, I think at times, sir, I think you're mixing facts. Again, I don't want to get into a confrontation with you, but I think you're mixing facts. I see another hand here.

Damien: No, I'm not mixing facts, the facts is that--

Terence: I've seen, Ms. Laster, here, sir.

Damien: The fact is that you have in the agreement that they cannot, you could have left that out and allowed them to try and get the permit. You did not have to include it. This is the type of behavior that makes people not trust you guys because everything is suspect. Even if it shouldn't be suspect, we have no reason to believe it isn't suspect. In your answer, you're saying I'm misunderstanding, but I clearly understand the regulations. Goodbye.

Terence: Ms. Laster, you're up. [silence] Ms. Laster, are you there?

Judy: Yes.

Terence: Go ahead. We can hear you.

Judy: --as deficient, correct? Again, I'm speaking for me not for the Woods Hole Film Festival. Please add the following questions to list that I would like written responses from you about. How has your organization been following the recommendations of the consultants that you hired to the report was to HMI? I forget what they were called many years ago. Have all those recommendations been implemented? If not, why not? Where's your strategic plan? We haven't seen it.

Will that strategic plan actually address issues that people have been asking you about? If not, why not? Have you made the decision about 41 North already? Who makes the recommendations to the board, is it you, is the attorney, is it other staff? I don't quite understand how the board is provided with information, so please tell us your process. As far as the issues around 41 North and what they can and can't carry.

It seems like you are doing everything possible to avoid having to approve a perfectly valid respondent to your request for companies that will provide that service. You issued an RFP prior to the one that 41 North responded to that had no responses. Are you going to reissue that? Clearly it was a problematic RFP. If you're not going to reissue it, why not? If you are going to reissue it, when? That RFP was for transporters other than the steamship. That's it.

Terence: Thank you, Ms. Laster. Anybody else, Sean?

Sean: No, we're done.

?Male Speaker 1: I have one.

Terence: With that, I don't see any more hands raised. Again, this is a recording. It'll be available to folks after the hearing. We appreciate people taking the time to make their contributions, and we'll be going through the information and drafting the report in short order. Thank you.

[01:26:38] [END OF AUDIO]

File name: GMT20240507-190016_Recording_1920x1120.mp4

APPENDIX C

Timestamp	Business Name	What town is your bus	How important is the 5	Would you like this fer	Additional Comments:
4/25/2024 13:19:06	Craftworks Gallery	Oak Bluffs	Important	Yes	
4/25/2024 13:30:06	Forever MV	Oak Bluffs	Important	Yes	
4/25/2024 15:04:57	Yoga San Kalpa LLC	Edgartown	Important	Yes	While our business is not impacted as directly by this ferry, losing it would have painful trickle down impact to ALL businesses by more heavily loading passenger transport ferries through the rest of the day and risking the delivery of critical time sensitive daily goods
4/25/2024 15:15:56	Taylor Stone Illustrati	Tisbury/Vineyard Have	Important	Yes	
4/25/2024 18:42:41	Juniper	Edgartown	Important	Yes	
4/25/2024 21:59:19		Oak Bluffs	Important	Yes	
4/25/2024 14:11:58	Island Spirit Kayak	Oak Bluffs	Not important	Yes	We need more car reservations for islanders
4/25/2024 14:15:50	Madison Inn	Oak Bluffs	Not important		I have don't really care either way.
4/25/2024 15:00:53	MV Shipyard	Tisbury/Vineyard Have	Not important	Yes	
4/25/2024 15:15:28	Experience Martha's V	Oak Bluffs	Not important	No	doesn't affect our business
4/25/2024 20:28:32		Oak Bluffs	Not important	No	We need to heed the concerns of our friends and neighbors in Woods Hole. Let there be an early boat from New Bedford...
4/25/2024 21:45:53	Titticut Follies	Oak Bluffs	Not important	Yes	The ferry is our lifeline and all ferries are important to having a successful season
4/25/2024 10:50:04	Edgartown Meat & Fis	Edgartown	Very important	Yes	
4/25/2024 11:36:20	Oak Bluffs Associatio	Oak Bluffs	Very important	Yes	
4/25/2024 11:50:33	The Black Dog	Edgartown	Very important	Yes	In the summer we get 3 deliveries per week from Cape Cod Express. The time of that delivery is crucial for our business dynamic. Some time we get 4 pallets of products we need the delivery to get here before the busy hours of the day.
4/25/2024 11:54:19	Island Alpaca Co.	Oak Bluffs	Very important	Yes	Thank you!
4/25/2024 12:17:57	The Ritz Cafe	Oak Bluffs	Very important	Yes	From the company that cleans by beer lines to my electrical contractor, the early ferry is used my many of my off island services.
4/25/2024 12:23:50	Curio	Oak Bluffs	Very important	Yes	
4/25/2024 12:47:54	Shored Up Digital	Edgartown	Very important	Yes	
4/25/2024 14:04:20	All Star Bike Rentals -	Tisbury/Vineyard Have	Very important	Yes	This boat is instrumental to food delivery trucks. Also, it free's up space on later boats for passengers.
4/25/2024 14:22:49	Rosewater	Edgartown	Very important	Yes	This is the boat that most of our food deliveries come over on.
4/25/2024 14:24:22	The Loud Kitchen	Oak Bluffs	Very important	Yes	The height of my business is at 6 PM. I am not only staffing for this, but I am anticipating the rush Of tourism and profits that will come At this time.
4/25/2024 14:36:17		Edgartown	Very important	Yes	Crucial to my business
4/25/2024 14:48:46	Botanical Beauty and	Edgartown	Very important	Yes	This boat helps our business run smoothly and seamlessly, allowing our deliveries to be delivered on time and ensuring we can keep running our businesses to the best of our ability.
4/25/2024 15:09:12	Edgartown Board of Ti	Edgartown	Very important	Yes	These early morning deliveries ensure that all industries on the island, across all towns, can function in a timely manner. Off-island, many of these functions and logistics begin well before 5:30 am, which is normal for a busy, multi faceted society. Edgartown specifically is highly depended and reliant on trucks getting in and out before morning traffic begins, both due to a lack of loading zones, pedestrian and vehicle safety, and also to allow our businesses to function reliably and efficiently.
4/25/2024 20:21:21	Sydney Mullen	Chappaquiddick	Very important	Yes	
4/26/2024 6:35:26	Soft As A Grape Inc.	Tisbury/Vineyard Have	Very important	Yes	
4/26/2024 7:15:27	Shirleys Hardware	Tisbury/Vineyard Have	Very important	Yes	Our Carroll's tractor trailer doesn't get over to the island early enough to get into our parking lot to back up to our loading dock. The last 3 weeks they have had to unload our freight at their terminal and load it on to a smaller truck.
4/27/2024 18:48:00	Jay's Septic & Portabl	Island Wide / Multiple	Very important	Yes	Without the 5:30 boat, it would create a perpetual back up of truck traffic the whole day. It would make it even harder to move goods and services to and from the Vineyard. The island roads are congested enough without having delivery trucks in the way. The 5:30 boat allows delivery trucks to get in and out most times before people have breakfast and start moving about.
4/29/2024 10:22:31	Rosewater Wine & Spi	Edgartown	Very important	Yes	
4/29/2024 10:22:44	Dairy Queen	Edgartown	Very important	Yes	
4/29/2024 11:58:55	Nell	Edgartown	Very important	Yes	Living on an island we rely on these boats to carry essential items and personnel back and forth. Businesses need to operate and function and the loss of an early boat will limit our abilities to operate efficiently
4/29/2024 12:23:04	Alex Morrison Landsc	Edgartown	Very important	Yes	
4/29/2024 12:23:30	Alex Morrison Constr	Edgartown	Very important	Yes	
4/29/2024 12:55:08	Wheel Happy Bicycle	Edgartown	Important	Yes	
4/29/2024 14:03:15	Millers Pro Landscape	Oak Bluffs	Very important	Yes	
4/29/2024 14:19:56	Millers Professionals II	Oak Bluffs	Very important	Yes	
4/29/2024 15:17:36	Hob Knob Hotel	Edgartown	Somewhat important	Yes	
4/30/2024 12:51:37	Colonial Reproduction	Edgartown	Very important	Yes	Martha's Vineyard relies on the Steamship Authority's early morning ferries for its vitality. These ferries are more than just transportation; they are essential lifelines connecting us to vital resources, materials, and the workforce that keeps our trades thriving.
4/30/2024 13:05:25	Martha's Vineyard Tile	Tisbury/Vineyard Have	Very important	Yes	Without these ferries, our island would feel isolated, businesses would falter, and projects would stall. But thanks to their reliable service, Martha's Vineyard pulses with energy and opportunity each day. From lumber and concrete to skilled labor, these ferries deliver the lifeblood of our economy, allowing businesses to flourish and projects to progress.
4/30/2024 13:09:49		Edgartown	Somewhat important	Yes	
4/30/2024 13:09:52	Waterfront Builders, IP	Edgartown	Very important	Yes	
4/30/2024 13:17:19	Martha's Vineyard sou	Tisbury/Vineyard Have	Very important	Yes	The 5:30 am boat is the most reliable scheduled boat.
4/30/2024 13:26:31	Donaroma's	Edgartown	Very important	Yes	No different than closing the road to Hyannis at 5:30 in the morning bad idea
4/30/2024 13:34:24	Tilton Rental	Oak Bluffs	Very important	Yes	
4/30/2024 13:35:43	Deon's Restaurant	Oak Bluffs	Very important	Yes	I rely on this ferry to get goods for my restaurant early am.
4/30/2024 13:39:29		Island Wide / Multiple	Very important	Yes	
4/30/2024 13:41:14	Callahan plumbing an	Oak Bluffs	Very important	Yes	
4/30/2024 13:44:54	SBS One Source, Spe	Tisbury/Vineyard Have	Very important	Yes	We send two to three trucks a day the Vineyard a day during the week. Its very important the we do not lose frequency of boats going to the Vineyard.
4/30/2024 13:48:45	CM-Brennan LLC	Edgartown	Very important	Yes	
4/30/2024 14:24:48		Edgartown	Very important	Yes	
4/30/2024 14:42:19	The Green Room	Tisbury/Vineyard Have	Somewhat important	Yes	Since we have freight coming on an almost daily basis from UPS and FedEx - it is very important for the lines of distribution to remain as seamless as possible.
4/30/2024 14:59:19	Cohan Property Mana	Edgartown	Very important	Yes	As a year-round business - we rely on prompt delivery of stock. In my opinion - disrupting those ferries would have a negative on the efficacy of the freight distribution as the drivers would be impacted by having to deal with increased freight traffic during the prime part of the day as well as competing with traditional ferry customers and riders. Having the early boat allows product to come to MV earlier in the day and distributed more efficiently.
4/30/2024 16:31:52	Day plumbing and Hes	Edgartown	Very important	Yes	It's so challenging getting ferries; eliminating this trip will be devastating to those of us trying to run businesses on the Vineyard.
5/1/2024 9:24:47	Unique Design Solutio	Hyannis,MA	Very important	Yes	
5/1/2024 9:38:49	Hayden Building Move	Island Wide / Multiple	Important	Yes	Steamship should strongly look into Freight Ferries from New Bedford to Martha's Vineyard.
5/1/2024 15:56:41	Millers Pools Inc.	Oak Bluffs	Very important	Yes	

Terence Kenneally

From: Marsha Fader <marsha@mfader.com>
Sent: Monday, April 8, 2024 10:22 AM
To: schedules
Subject: 2025 Nantucket Schedules COMMENT

With thanks for asking for comments!

We are missing the return Fast Ferry Hyannis to Nantucket at 7 pm. For the ENTIRE Season - not just the summer. It is a great loss that began in 2023 and I am hugely disappointed that you are continuing as if that were the norm for us. In the name of many many people who have indicated the same request - please serve the islanders with that ferry as it used to be.

We need that 7 pm return to home!

Sincerely,
Marsha

Marsha L. Fader, AIA, LEED AP
A r c h i t e c t

36 Liberty Street
Nantucket, MA 02554

marsha@mfader.com

508.228.1683

Terence Kenneally

From: Sean Driscoll
Sent: Wednesday, May 8, 2024 8:21 AM
To: schedules
Cc: James Malkin
Subject: RE: Spreadsheet shared with you: "SSA 5:30 AM Boat - MV Business Community Survey (Responses)"
Attachments: SSA 5_30 AM Boat - MV Business Community Survey (Responses).xlsx

Attached is an excel download of the survey responses from below.

From: James Malkin <jimmalkin@gmail.com>
Sent: Tuesday, May 7, 2024 12:18 PM
To: Sean Driscoll <sdriscoll@steamshipauthority.com>
Cc: Visit Edgartown <hello@visitedgartown.org>; Erin Ready <erinreadymv@gmail.com>; Robert Davis <rdavis@steamshipauthority.com>; Terence Kenneally <tkenneally@steamshipauthority.com>
Subject: Re: Spreadsheet shared with you: "SSA 5:30 AM Boat - MV Business Community Survey (Responses)"

LMK if any issues with access

JMM

jimmalkin@gmail.com

617 416 2984

Start everyday off with a smile and get it over with. W C Fields.

On May 7, 2024, at 12:15, Sean Driscoll <sdriscoll@steamshipauthority.com> wrote:

Thanks Jim. I've asked for access so I can download it and add it to the record.

Sean F. Driscoll

Communications Director and Records Access Officer
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
228 Palmer Ave.
Falmouth, MA 02540
508-548-5011 ext. 302
[Facebook](#) | [Twitter](#)

From: James Malkin <jimmalkin@gmail.com>
Sent: Tuesday, May 7, 2024 12:01:05 PM
To: Visit Edgartown <hello@visitedgartown.org>; Erin Ready <erinreadymv@gmail.com>; Robert Davis <rdavis@steamshipauthority.com>; Terence Kenneally <tkenneally@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Re: Spreadsheet shared with you: "SSA 5:30 AM Boat - MV Business Community Survey (Responses)"

Please see the attached data/spreadsheet of the MV Business Community Survey in addition to the statements from Tisbury and OB re: the 530 Summer WH to VH ferry.

JMM

jimmalkin@gmail.com

617 416 2984

Getting older is no problem, you just have to live long enough.

On May 7, 2024, at 09:20, Visit Edgartown (via Google Sheets) <drive-shares-dm-noreply@google.com> wrote:


Visit Edgartown shared a spreadsheet



Visit Edgartown (hello@visitedgartown.org) has invited you to **edit** the following spreadsheet:

Responses in spreadsheet format.

Thanks

 SSA 5:30 AM Boat - MV Business Community Survey (Responses)

[Open](#)

If you don't want to receive files from this person, [block the sender](#) from Drive

Google LLC, 1600 Amphitheatre Parkway, Mountain View, CA 94043, USA
You have received this email because hello@visitedgartown.org shared a spreadsheet with you from Google Sheets.

Google Workspace

Terence Kenneally

From: Sean Driscoll
Sent: Monday, April 29, 2024 10:21 AM
To: schedules
Subject: FW: Traffic in summer and the SSA 530am WH to VH trip

From: James Malkin <jimmalkin@gmail.com>
Sent: Monday, April 29, 2024 10:20 AM
To: Robert Davis <rdavis@steamshipauthority.com>
Cc: Robert Jones <ccmarinegp@comcast.net>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Fwd: Traffic in summer and the SSA 530am WH to VH trip

Please see below public comment from town of Tisbury re 530 summer boat and add to comment.
Thank you

JMM

jimmalkin@gmail.com

617 416 2984

Start everyday off with a smile and get it over with. W C Fields.

Begin forwarded message:

From: "John Grande, Town Administrator" <jgrande@tisburyma.gov>
Date: April 29, 2024 at 09:48:44 EDT
To: James Malkin <jimmalkin@gmail.com>, John Cahill <jfcahill@me.com>, Christina Colarusso <ccolarusso@tisburyma.gov>, Roy Cutrer <rcutrer@tisburyma.gov>
Subject: RE: Traffic in summer and the SSA 530am WH to VH trip

Good Morning JMM

The Select Board and Town position on this matter remains the same. The morning ferry has been essential and vital to the island for decades for the public and businesses both on and off island. The Steamship Authority is also bound by law to provide this service. I do not believe the Steamship Authority can meet its statutory requirement if the 5:30 a.m. ferry service to the island is eliminated. I believe the statutory obligation of the Authority as to serving the island is an extremely important message to convey to those interested that wish to eliminate it and further that this becomes the official position of the Authority going forward concerning the 5:30 a.m. ferry service.

The Town of Tisbury is the year-round port for the Island of Martha's Vineyard for the transit of passengers, freight and vehicles. Our residents, businesses and daily commuters rely on the early morning boats for our workforce, daily deliveries and to meet medical appointments off island. Eliminating or reducing the morning ferry service from and to Woods Hole, and specifically the 5:30 a.m. ferry service to the island, will have a substantial adverse impact on the island. The reduction in ferry service will increase traffic congestion on island, impede public transit service provided by the

Vineyard Transportation Authority and unnecessarily prevent the smooth and timely flow of goods and services to the island.

The Steamship Authority provides an essential service for the island towns. This essential service cannot be met with an elimination or reduction in service. We believe the current schedule for ferry service provided by the Steamship Authority is just meeting the minimum needs of the island.

Jay

John W Grande
Town Administrator
Town of Tisbury
Box 1239
Vineyard Haven, MA 02568

Tel. (508) 696-4203
Mobile. (774) 563-8624

From: James Malkin <jimmalkin@gmail.com>
Sent: Thursday, April 25, 2024 1:32 PM
To: John Cahill <jfcahill@me.com>; John Grande, Town Administrator <jgrande@tisburyma.gov>; Christina Colarusso <ccolarusso@tisburyma.gov>
Subject: Fwd: Traffic in summer and the SSA 530am WH to VH trip

See below. I think Jay was copied in this.

JMM

jimmalkin@gmail.com

617 416 2984

Start everyday off with a smile and get it over with. W C Fields.

Begin forwarded message:

From: Erin Ready <erinreadymv@gmail.com>
Date: April 25, 2024 at 10:50:52 EDT
To: James Malkin <jimmalkin@gmail.com>
Cc: James Hagerty <jhagerty@edgartown-ma.us>, John Administrator <jgrande@tisburyma.gov>, Deborah Potter <dpotter@oakbluffsma.gov>, admin@mvbbuilders.org, Visit Edgartown <hello@visitedgartown.org>
Subject: Re: Traffic in summer and the SSA 530am WH to VH trip

Hi All,

Here is the survey link that I will now send to the business associations: <https://forms.gle/DBVFGZRXXo1oSH7R9>

Any needed edits are easy to make, just let me know. Jim - I will send you the link to the survey results.

Many thanks,
Erin

On Thu, Apr 25, 2024 at 10:26 AM James Malkin <jimmalkin@gmail.com> wrote:

Thanks, Erin. From my point of view, the data you list would be greatly helpful if we can push for this in a timely manner. Many thanks.

JMM

jimmalkin@gmail.com

617 416 2984

Getting older is no problem, you just have to live long enough.

On Apr 25, 2024, at 10:23, Erin Ready
<erinreadymv@gmail.com> wrote:

Hi All -

I can create a quick survey that can be shared with the Edgartown Board of Trade members, and can then share with the Oak Bluffs Association, Vineyard Haven Business Association, and Chamber.

Please let me know if any specific information would be helpful to collect other than business name, if the business is in favor of keeping that boat, the town that businesses is in, and perhaps comments.

I can begin to distribute ASAP.

Thanks,
Erin

--

Erin B. Ready
cell: 303-619-0256

representing
Edgartown Board of Trade | [@visitedgartown](https://www.facebook.com/visitedgartown)

On Thu, Apr 25, 2024 at 10:19 AM James Hagerty
<jhagerty@edgartown-ma.us> wrote:

Jim,

I will relay the message to the Edgartown Board of Trade, and I have already discussed this with the Police Chief. The utilitarian perspective remains unchanged: the volume of cargo arriving during the early morning hours, which is essential for the island's livelihood, significantly outweighs the concerns raised by the Woods Hole residents. I have also Cc'ed the MV Builders Association which includes a large Edgartown constituency.

On Wed, Apr 24, 2024 at 7:25 PM James Malkin
<jimmalkin@gmail.com> wrote:

Hi - As you know, I have taken a position for the past 5 years that MV needs the summer 0530 Woods Hole to VH ferry (which takes "box" trucks or "straight jobs") to allow deliveries in the early AM to your towns and then getting those trucks off the downtown streets before summer morning traffic builds.

The issue continues to be a very sore point with Woods Hole residents and they continue to pressure the MA Legislature on the issue.

Please help me by conducting a quick survey or telephone check with your business community to see if they continue to need the deliveries from this trip and a quick call with your Police Departments to see if they continue to need the trip for traffic concerns.

I very much appreciate a rapid turn around as this issue is again burning hot. Please copy your SelectBoards on this so that they can be aware of the situation. I need more data to support the argument and if the trip is not of significance I need to know that too.

Many thanks.

JMM

jimmalkin@gmail.com

617 416 2984

Getting older is no problem, you just have to live long enough.

--

Respectfully,
James M. Hagerty
Town Administrator
Town of Edgartown
70 Main Street
PO Box 5158
Edgartown, MA

Tel. (508) 627-6180
Fax. (508) 627-6191
jhagerty@edgartown-ma.us

--

Erin B. Ready
cell: 303-619-0256

representing

Edgartown Board of Trade | [@visitedgartown](#)
Edgartown Meat & Fish Market | [@emfm_02539](#)
Nantucket Meat & Fish Market | [@ackmeatandfish](#)

Terence Kenneally

From: Sean Driscoll
Sent: Monday, May 6, 2024 9:49 AM
To: schedules
Subject: FW: Traffic in summer and the SSA 530am WH to VH trip
Attachments: 20240426 Letter of Support for Steamship Authority 530 am boat.pdf

From: Deborah Potter <dpotter@oakbluffsma.gov>
Sent: Monday, May 6, 2024 9:48 AM
To: Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Cc: Jim Malkin <jimmalkin@gmail.com>; Joe Sollitto <jsollitto@steamshipauthority.com>; sare@vineyard.net
Subject: FW: Traffic in summer and the SSA 530am WH to VH trip

Hello Gentlemen,

Attached please find a slightly updated support letter for the 5:30 am boat from WH to replace our earlier letter. While we look at all trips as part of the essential service needed to and from the island, the changes reemphasize the unique need relating to this specific trip.

If you have any questions please let me know.

Respectfully,

Deborah Potter, CGA

Town Administrator
Town of Oak Bluffs
PO Box 1327
Oak Bluffs, MA 02557

508-693-3554 ext 113
508-696-7736 (Fax)

NOTE – Please remember when writing or responding that the Secretary of State's Office has determined that e-mail is a public record. However, the information contained in this e-mail and in the accompanying attachments is intended solely for the use of the individual/entity named above and the information in this email may be exempt, confidential, or legally privileged. Access to this email by anyone other than the intended addressee is unauthorized. If you are not the intended recipient of this message, any review, disclosure, copying, distribution, retention, or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful. If you are not the intended recipient, please reply to or forward a copy of this message to the sender and delete the message, any attachments, and any copies thereof from your system.

From: Deborah Potter
Sent: Tuesday, April 30, 2024 11:44 AM
To: Robert Davis <rdavis@steamshipauthority.com>; sdriscoll@steamshipauthority.com
Subject: FW: Traffic in summer and the SSA 530am WH to VH trip

Hello Gentlemen,

Please see the attached letter provided to Mr. Malkin and Mr. Sollitto noting our support of the 5:30 am ferry.

If you have any questions, please feel free to contact me at any time.

Respectfully,

Deborah Potter, CGA

Town Administrator

Town of Oak Bluffs

PO Box 1327

Oak Bluffs, MA 02557

508-693-3554 ext 113

508-696-7736 (Fax)

NOTE – Please remember when writing or responding that the Secretary of State's Office has determined that e-mail is a public record. However, the information contained in this e-mail and in the accompanying attachments is intended solely for the use of the individual/entity named above and the information in this email may be exempt, confidential, or legally privileged. Access to this email by anyone other than the intended addressee is unauthorized. If you are not the intended recipient of this message, any review, disclosure, copying, distribution, retention, or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful. If you are not the intended recipient, please reply to or forward a copy of this message to the sender and delete the message, any attachments, and any copies thereof from your system.



TOWN OF OAK BLUFFS

Post Office Box 1327 • Oak Bluffs, MA 02557
Telephone 508-693-3554 • Fax 508-696-7736

Select Board

Gail M. Barmakian, *Chair*
Dion Alley
Emma Green-Beach
Thomas Hallahan
Mark Leonard

Deborah Potter, C.G.A.
Town Administrator

April 29, 2024

Woods Hole, Martha's Vineyard and
Nantucket Steamship Authority Board
PO Box 284
Woods Hole, MA 02543

Robert R. Jones, Chair
James M. Malkin, Vice Chair
Peter J. Jeffrey, Secretary
Robert F. Ranney
Moiria E. Tierney

RE: Potential Reduction in Ferry Service to the Island of Martha's Vineyard
VIA: Email and USPS

Honorable Members of the Board:

The Select Board of the Town of Oak Bluffs has been informed that the Steamship Authority Board may be entertaining, once again, a request to reduce service to the Island of Martha's Vineyard by eliminating the 5:30 A.M. ferry scheduled during the summer from Woods Hole to the Vineyard. Although we understand the concerns regarding this scheduled ferry run, our response remains consistent, today and in the future, as was noted at the regular Select Board meeting of March 14, 2023 where the board voted to oppose this measure in the strongest possible manner through a correspondence to your Board and urge you to reject this reduction in service.

Our Board knows that you are keenly aware of the importance of the ferry service which provides a lifeline for our Island communities. While we are very sympathetic to the concerns of our Woods Hole neighbors, we feel they simply do not understand or appreciate the enormous impact that such a reduction in service would have on our local residents. For example, we rely extensively on the Steamship ferry service to be able to access medical services and get to doctor's appointments. It is often an all-day affair to be able to get to a doctor's appointment, receive chemotherapy or any other deeply needed medical services within one day; however, on the occasions that we must stay overnight, the 5:30 A.M. boat is a needed option that allows us to return home as soon as possible which is essential for some forms of medical treatment.

Another critical issue deals with the delivery of food and other supplies which require the early boat to be able to unload essential supplies at various business locations in the Town at reasonable times in the morning to avoid complete gridlock on our local roads. Later boats mean later deliveries during times when our narrow roads are packed with traffic. The local infrastructure simply does not exist to accommodate food deliveries, local traffic, and visitor traffic at the same time. We rely on the 5:30 A.M. boat during the summer and shoulder seasons to accommodate the flow of goods and traffic that we need to service our local and visiting populations.



TOWN OF OAK BLUFFS

Post Office Box 1327 • Oak Bluffs, MA 02557
Telephone 508-693-3554 • Fax 508-696-7736

Select Board

Gail M. Barmakian, *Chair*
Dion Alley
Emma Green-Beach
Thomas Hallahan
Mark Leonard

Deborah Potter, C.G.A.
Town Administrator

The importance of this service is supported by a recent survey conducted for immediate input by local businesses regarding this early ferry. The overwhelming response by the participants (90%) was that this trip was essential for the transportation of needed food and material deliveries, to facilitate the arrival of service providers, and to mitigate traffic issues throughout the island.

Available space on the current ferry service schedule is already extremely limited during the busy summer months and the 5:30 A.M. ferry from Woods Hole helps to fulfill island essential needs. To eliminate the service would be a serious detriment to our community, and a measure that we hope you will join us in opposing.

In closing we want to thank the Steamship Authority for your efforts to meet our critical needs. We hope that we may continue to work with you as advocates for our community members who rely entirely on the Steamship service to meet their daily critical needs and for keeping the 5:30 am Woods Hole ferry service that is a significant service improvement in essential public service for the island.

Respectfully,

Deborah Potter, C.G.A.
Town Administrator

cc:

Joe Sollitto, Oak Bluffs Port Council Representative
James Malkin, WH, MV, and ACK Steamship Authority Board Vice Chair

APPENDIX D



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

AUTHORITY MEMBERS

ROBERT R. JONES
Barnstable Member, Chair

JAMES M. MALKIN
Dukes County Member, Vice Chair

PETER J. JEFFREY
Falmouth Member, Secretary

MOIRA E. TIERNEY
New Bedford Member

ROBERT F. RANNEY
Nantucket Member

ROBERT B. DAVIS
General Manager

MARK K. ROZUM
Treasurer/Comptroller

TERENCE G. KENNEALLY
General Counsel

February 1, 2024

To: Authority Members
Port Council Members

From: Treasurer/Comptroller

Re: Embarkation Fees

Attached please find a summary of embarkation fees remitted by the Steamship Authority to the Commonwealth of Massachusetts Department of Revenue for 2023, totaling \$1,031,104.00. Since the port towns accepted the provisions of Chapter 46 of the Acts of 2003, as amended by Chapter 55 of the Acts of 2003, the Steamship Authority has remitted over \$18,901,200.00 in embarkation fees to the Massachusetts Department of Revenue. The embarkation fees recorded in this report are for Steamship Authority passenger traffic only. The private carriers are responsible for reporting directly to the Department of Revenue on a quarterly basis.

During 2023, the Steamship Authority reported a 1.7% decrease in the total amount of fees collected overall versus the prior year. The Martha's Vineyard route saw a decrease in the amount of fees collected of 0.5% while the Nantucket route saw a decrease of 5.8%. The decrease in fees is a result of the increase in exempt passengers on both routes and the decrease in overall passenger ridership on the Nantucket route. Overall passenger traffic in 2023 was up 0.6% compared to the prior year. The Martha's Vineyard route was up 1.8% and the Nantucket route was down 4.3%. The number of exempt passengers increased by 6.3% on the Martha's Vineyard route and 6.9% on the Nantucket route.

Please feel free to contact me should you require any additional information in this regard.

Mark K. Rozum
Treasurer/Comptroller

2023 EMBARKATION FEES

JANUARY - DECEMBER

	Town					
	Barnstable	Falmouth	Nantucket	Oak Bluffs	Tisbury	Total
Total Passenger Trips	271,985	1,190,988	279,620	270,958	908,293	2,921,844.00
Exempt Commuter & Excursion Trips	32,023	377,225	35,516	31,939	347,726	824,429.00
Exempt Student Trips	5,843	12,931	3,647	1,942	10,844	35,207.00
Total Exempt Trips	37,866	390,156	39,163	33,881	358,570	859,636.00
Trips subject to Fee	234,119	800,832	240,457	237,077	549,723	2,062,208.00
Fee	0.50	0.50	0.50	0.50	0.50	
Fees Payable to Town	\$ 117,059.50	\$ 400,416.00	\$ 120,228.50	\$ 118,538.50	\$ 274,861.50	1,031,104.00

EMBARKATION FEES SUMMARY**2004 - 2023****Town**

	Barnstable	Falmouth	Nantucket	Oak Bluffs	Tisbury	Total
2004	\$ 105,341.50	\$ 356,929.50	\$ 103,333.00	\$ 83,248.50	\$ 267,702.00	\$ 916,554.50
2005	107,916.50	351,298.00	104,344.50	80,251.50	265,429.50	909,240.00
2006	107,054.50	349,838.00	104,278.50	102,566.50	242,282.50	906,020.00
2007	110,553.50	351,810.50	108,794.50	106,096.50	239,637.50	916,892.50
2008	99,299.00	346,057.50	99,652.50	99,548.00	242,022.50	886,579.50
2009	97,670.50	347,333.00	97,326.00	99,186.50	243,279.50	884,795.50
2010	99,032.50	354,749.00	99,231.50	105,456.50	244,229.00	902,698.50
2011	98,219.00	345,798.00	98,269.50	101,089.50	239,808.50	883,184.50
2012	106,132.50	355,636.00	106,025.00	107,910.00	242,297.50	918,001.00
2013	110,499.00	354,016.00	110,171.50	104,762.00	243,734.00	923,182.50
2014	114,042.00	355,003.00	113,912.50	104,411.00	246,010.50	933,379.00
2015	122,593.50	373,023.50	122,752.00	112,352.00	255,364.50	986,085.50
2016	121,731.00	387,506.50	122,167.50	124,354.50	259,936.50	1,015,696.00
2017	108,543.00	389,542.50	107,075.50	131,818.00	254,616.50	991,595.50
2018	127,951.00	397,712.50	130,421.00	141,880.00	253,461.50	1,051,426.00
2019	125,659.50	410,717.00	124,448.50	145,361.00	261,793.00	1,067,979.00
2020	82,788.00	285,975.00	81,130.00	49,248.00	230,881.00	730,022.00
2021	116,707.50	387,668.50	115,497.50	114,822.00	262,648.50	997,344.00
2022	125,747.00	402,585.00	126,111.00	128,505.50	266,472.00	1,049,420.50
2023	117,059.50	400,416.00	120,228.50	118,538.50	274,861.50	1,031,104.00
Total	<u>\$ 2,204,540.50</u>	<u>\$ 7,303,615.00</u>	<u>\$ 2,195,170.50</u>	<u>\$ 2,161,406.00</u>	<u>\$ 5,036,468.00</u>	<u>\$ 18,901,200.00</u>

APPENDIX E

*The
Steamship
Authority*

Serving the Islands and You.

Strategic Plan



Contents

<i>Messages from the 2023 Board Chair and General Manager</i>	1
<i>Lifeline to the Islands</i>	3
<i>Strategic Planning Process</i>	5
<i>Strategic Direction</i>	6
<i>Strategic Outcome Areas</i>	7
<i>Strategic Plan Framework</i>	11
<i>Enhanced Communications</i>	13
<i>Implementation Activities</i>	14

Message from the 2023 Board Chair

On behalf of the Board and Port Council, I would like to thank members of our port communities for taking the time to engage in the Steamship Authority's first Strategic Plan development. This is an important document for the Authority that will influence the policy recommendations and decisions of the Port Council and Board, respectively.

The alignment between community members, the Board, Port Council, and Authority staff for each of the five strategic outcome areas is a testament to the unified vision of success we all share. This Strategic Plan came together through the hard work of Authority staff and comprehensive stakeholder input. I would also like to thank my fellow Board and Port Council members for their commitment to this important project that will have long-term benefits for the Authority.

Looking ahead, the Strategic Plan will be our roadmap for success, used to celebrate accomplishments, engage our port communities on important issues, and remind us of the dedication we all share for providing lifeline services to the Islands.



Robert F. Ranney
2023 Board Chair

Message from the General Manager

The Steamship Authority delivers lifeline transportation services to the islands of Martha's Vineyard and Nantucket. Through the enabling act of the Commonwealth of Massachusetts, our mission is to operate a safe, efficient, and reliable transportation system for the islands of Martha's Vineyard and Nantucket with a commitment to sustainability, accessibility, our port communities, and public engagement.



Robert B. Davis
General Manager

We recognize our role as a vital member of the communities we serve. The Authority's ferry services and investment in port communities contribute to the economic vitality of the Cape Cod region. As the community needs grow and evolve, so does our commitment to stewardship of the Cape, Islands, and waterways. The Authority has developed its first strategic plan that reflects our awareness and dedication to meeting the evolving needs of the community and our role as the lifeline service provider. The Strategic Plan establishes a vision for the Authority with strategic outcome areas that recognize the evolving needs of the organization, communities, and traveling public we serve.

Through the strategic planning process, we were able to identify efforts already underway that align with what a successful future looks like for the Authority. We will build on that momentum as we begin to focus on the priorities and initiatives outlined in the plan. Included in the Strategic Plan are clear performance measures that will allow us to gauge progress. This plan serves as the blueprint for the Authority, Board, and Port Council to move forward together.

The development of the Strategic Plan would not have been possible without the contribution of many stakeholders, including the communities of Martha's Vineyard, Nantucket, Falmouth, and Barnstable. I would also like to thank the Authority employees for their commitment to developing the Strategic Plan through active participation in surveys, focus groups, content review, and workshop discussions. They have embraced ownership of this process and are eager to begin implementation.

Early in the strategic planning process we developed organizational values – safety, customer service, teamwork, continuous improvement, and stewardship. These values drive our mission and will ultimately lead us to realize the vision for the Authority.

Lifeline to the ISLANDS

The Steamship Authority has been the lifeline to the islands of Martha's Vineyard and Nantucket since its creation in 1960. As one of few public ferry systems in the country, the Authority's operating environment is unique, relying almost exclusively on farebox revenue.

The Authority is the largest ferry service to the Islands, providing the most frequent daily departures year-round for passengers, vehicles, and commercial freight. The organization's stakeholders are diverse. Ferry services provide a lifeline for island residents, offer seasonal tourism opportunities to the traveling public, and impact the economic footprint of the port communities where it operates. While principal offices are located in Falmouth, Massachusetts, the organization manages numerous assets and facilities in the region, including mainland and island ferry terminals, parking lots, shuttle buses, a vessel maintenance facility, a receiving warehouse, and reservation offices.

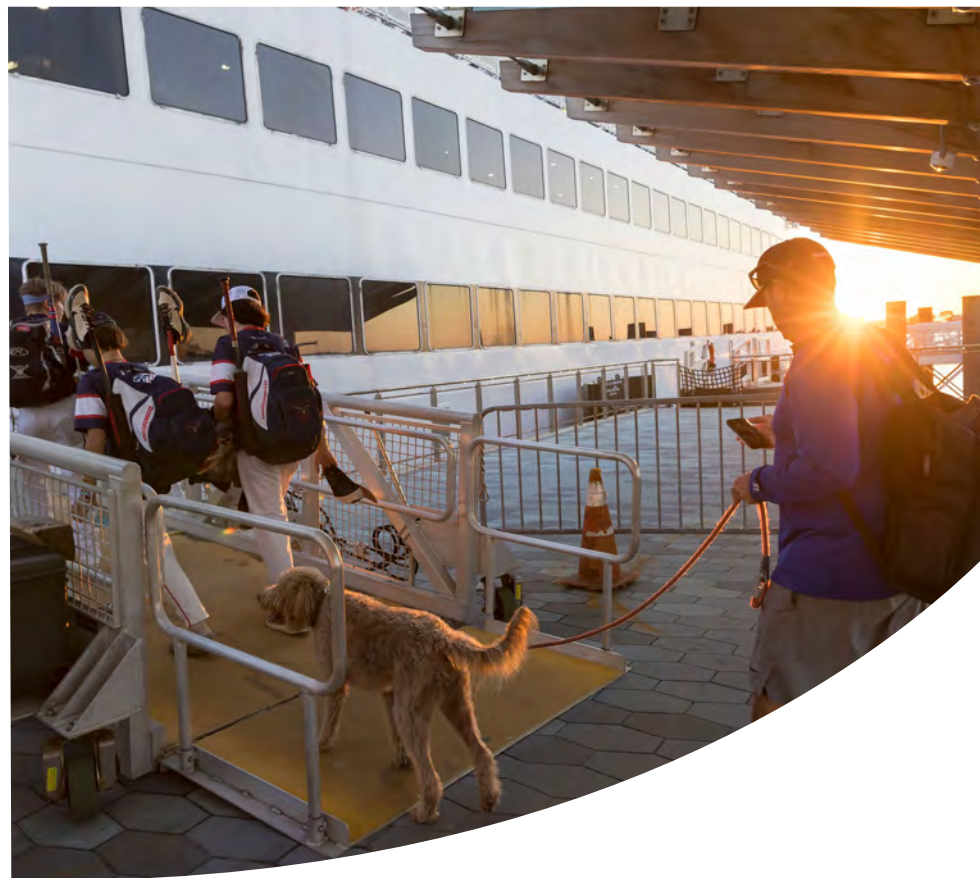
Profile of Port Communities

- + **Growing Population from 2010 to 2020**
 - + Dukes County (Martha's Vineyard), increase of 25%
 - + Nantucket County, increase of 40%
 - + Barnstable County, increase of 6%
- + **Cost of living is above state and national averages**
- + **The Authority is the 10th largest employer in Barnstable County**

Steamship Authority by the Numbers (2022)

- + **Passengers are the largest share of traffic with over 2.9 million people transported in 2022**
- + **Ten vessels support nearly 25,000 trips annually**
- + **Seasonality impacts operations, where six months of net income are needed to cover six months of net losses to sustain year-round service**
- + **During peak summer demand the Authority offers:**
 - + 44 one-way trips to Martha's Vineyard per day
 - + 22 one-way trips to Nantucket per day (includes high-speed ferry service)
- + **726 employees commit themselves to providing safe and reliable service**





Strategic Planning Process



The Authority embarked on its first strategic planning process to create a vision and roadmap for achieving long-term success.

Defining a long-term vision and developing strategic outcome areas that align with stakeholder priorities provides a framework to govern the evolving needs of the organization and community. The Authority's strategic plan was developed to identify key priorities of the organization, governing bodies, customers, and community stakeholders.

The strategic planning process involved input from a broad range of internal and external stakeholders. Engaging those in the community ensures varied perspectives are included and aligns organizational goals with external expectations, while inclusion of staff at all levels of the organization fosters a sense of ownership, enhancing the plan's relevance and effectiveness.

The strategic framework presented in this document will help guide policy decision-making, inform resource allocation, and track progress within the strategic outcome areas.

Kick-Off Workshop

The Authority's leadership team met to discuss the overall goals, scheduling, and communication and engagement strategies for the project.

Stakeholder Engagement

Input was obtained from a variety of internal and external stakeholders, ensuring representation from members of all the unique communities touched by the Authority's operations. Input was sought from Board and Port Council members, community members, elected officials/administration for local communities, senior staff, and employees. Multiple opportunities were provided for stakeholders to share their thoughts through a combination of interviews, focus groups, and online surveys.

Strategic Planning Workshop

Drawing from the stakeholder input, the strategic planning team met to draft the organization's vision, mission, values, and strategic outcome areas. After development of the framework, stakeholders were engaged again to provide their thoughts. This included additional in-person sessions and an online survey with more than 900 respondents.

Strategy and Implementation

The strategic planning team and key staff from various departments met to discuss core functions across the organization and developed initiatives and metrics to be included in the final plan.

Board and Port Council Review

The final strategic framework was presented to the Board and Port Council for adoption.

Strategic Direction

Having a clear strategic direction is paramount for any organization, as it serves as a guiding framework to align daily efforts with long-term objectives. Strategic direction not only provides a roadmap for decision-making, resource allocation, and goal setting, but also ensures that all aspects of an organization work cohesively toward a common goal. A well-defined strategic direction fosters a sense of purpose and unity among team members, promoting a shared vision and values.

VISION

The Steamship Authority is the lifeline for the Islands, and a valued and respected part of our communities. We are committed to the highest levels of safety and reliability, and to the stewardship of the Cape, Islands, and our waterways.

MISSION

Our mission is to operate a safe, efficient, and reliable transportation system for the islands of Martha's Vineyard and Nantucket with a commitment to sustainability, accessibility, our port communities, and public engagement.

VALUES

- + Safety
- + Customer Service
- + Teamwork
- + Continuous Improvement
- + Stewardship



Strategic Outcome Areas

Strategic outcome areas represent the most important components that must be addressed to achieve the organization's desired future. They provide a structured framework for the organization to define, pursue, and measure their success by helping to focus efforts and resources on specific initiatives.



Enhance, Maintain and Green Our Infrastructure and Assets

We recognize the importance of our shoreside and marine assets and are committed to planning and investing in maintenance, enhancements, and replacement by adopting proven technology and implementing best practices. We value the sustainability of our assets and are mindful of the environmental impact of our operations.

Maintaining and investing in green infrastructure and assets fosters sustainability, environmental resilience, and long-term cost effectiveness. The Authority is continuing to build green initiatives into the fabric of its operations. Great strides have been made in this area through the purchase of electric buses, solar panel installation at parking lots, and aligning procurement processes for capital investments that prioritize environmental impact. Looking ahead, the organization will continue to build on the momentum of the sister vessel acquisitions to bolster standardization across the fleet.

INITIATIVES

- + Create a formal plan for vessel replacement that incorporates hybrid conversion or acquisition and continues standardization of vessels.
- + Acquire new vessels.
- + Enhance the asset management program to include all facilities and shoreside infrastructure, including creating a Facilities Master Plan and implementing resilience design principles for terminals.



Provide Safe and Reliable Service

Safe and reliable service is imperative for the traveling public and our employees. We accomplish this through a culture of safety and quality that is rooted in effective communication and adhering to regulatory compliance and marine industry standards.

Ensuring safe and reliable service is paramount for the organization, as it directly impacts public trust, satisfaction, and overall societal well-being. For the Authority, safety is a non-negotiable priority that protects passengers, employees, and the community, bolstering confidence in the organization's operations. The Authority has prioritized investment in professional development for employees with a heightened focus on safety.

Recently the organization received accreditation for implementation of the Safety Quality Management System (SQMS). The SQMS is a process-based culture of continuous improvement, including policies, plans, and procedures to manage operational safety and the customer experience. A robust preventive maintenance schedule that exceeds regulatory standards helps ensure vessels are adequately cared for through cost effective measures that mitigate unexpected repairs and schedule interruptions. Safety is essential in daily operations, as is the consistency and reliability of service for those who depend on our vessels transporting them to and from medical appointments or providing food and necessities to the Islands.

INITIATIVES

- + Implement Safety Quality Management System (SQMS) that includes regular safety drills and communication of safety measures for stakeholders and begins to meet enhanced regulatory standards through SQMS certification program.
- + Upgrade the website to improve the scheduling experience and access to information, including mobile-friendly features.



Invest in Our Employees

Our employees are the heartbeat of the Steamship Authority and crucial to attracting, developing, and retaining a diverse workforce. Employees know they are a vital part of the organization and appreciate working in a collaborative and transparent environment that is grounded in our values.

Adequate training and professional development opportunities empower employees to handle various situations, enhancing their skills and decision-making capabilities. A high-performing workforce requires individuals who are knowledgeable, dedicated, and supported. The Authority continues to invest in its employees through professional development opportunities by allocating time and resources for staff to receive training and maritime certifications, equipping its workforce with the necessary skills to succeed in their careers.

INITIATIVES

- + Create a comprehensive organization-wide onboarding process that includes Steamship 101 for all new employees.
- + Develop policies and procedures that increase staff engagement in decision-making.
- + Focus recruitment efforts by developing partnerships with regional high schools and local trade unions.
- + Leverage SQMS policy review to document key business processes and standard operating procedures for succession planning.
- + Increase visibility of management/leadership on site.
- + Create employee portal/intranet.



Engage with Our Communities

The Steamship Authority is a vital part of our communities, and engages with the traveling public and communities served, recognizing operational impacts and balancing the need to preserve local character and provide lifeline services to the Islands. Our care for the Islands and mainland port communities, as well as the traveling public and other stakeholders, is reflected in the deliberate and responsible way we carry out our stewardship responsibilities.

Engaging with communities is essential for the Authority to foster mutual understanding, build trust, and participate in open lines of communication. Actively involving and listening to community stakeholders allows the organization to gain valuable insights into local needs, concerns, and expectations. The Authority is committed to increasing transparency and building awareness.

As part of the strategic planning process, the Authority engaged port community members and plans to continue public outreach efforts that inform organizational impact and opportunities to improve responsiveness. The organization has already laid the foundation for bolstering its communications with internal and external stakeholders through a formal communications plan and increased staffing in the department. In addition, a comprehensive IT assessment and website upgrade is underway to improve the efficiency and effectiveness of real-time communication through the use of technology.

INITIATIVES

- + Develop a reservation system replacement plan.
- + Identify gaps and improve real-time communication through design and development of a user-centric communication approach for the traveling customer, communities, and employees.
- + Develop a community engagement plan for each port community that focuses on unique priorities and integrates with the annual communications plan.



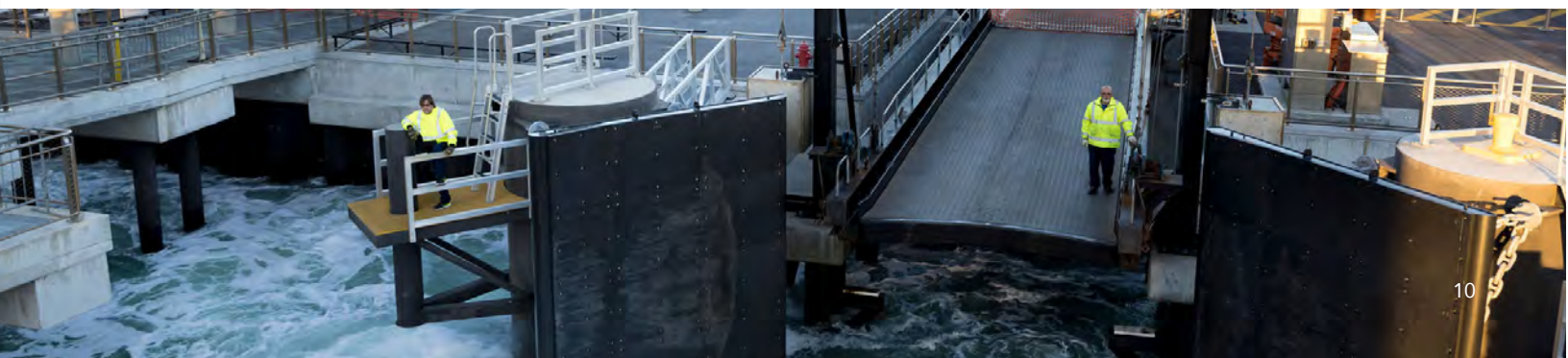
Ensure Financial Sustainability

Financial stability is a hallmark of the Steamship Authority. Operations are financed with a focused understanding of the impact fares have on island residents and ridership. Alternative funding sources are actively sought to maintain and update assets and supplement operating costs, with an emphasis on long-term sustainability.

The Authority is well-versed in using financial data to maintain sustainable operations. This is important because of their unique funding structure. As a public entity, their revenue model reflects a private ferry service, relying primarily on fare box revenue to support operations. The Authority recognizes the importance of diversifying revenue streams where possible, including recent pursuit of grant funding to support infrastructure needs. The recent acquisition of three sister vessels also increases cost effectiveness through standardization of training, maintenance, and repair.

INITIATIVES

- + Establish a multi-year financial forecast incorporating long-term capital plan impact for operating budget development.
- + Identify technology investments that create efficiencies.
- + Seek federal grant funds to support asset acquisition and green initiatives.





Strategic Plan Framework

VISION

The Steamship Authority is the lifeline for the Islands, and a valued and respected part of our communities. We are committed to the highest levels of safety and reliability, and to the stewardship of the Cape, Islands, and our waterways.

ORGANIZATIONAL MISSION

Our mission is to operate a safe, efficient, and reliable transportation system for the islands of Martha's Vineyard and Nantucket with a commitment to sustainability, accessibility, our port communities, and public engagement.

ORGANIZATIONAL VALUES

Safety
Customer Service
Teamwork
Continuous Improvement
Stewardship

STRATEGIC OUTCOME AREAS



Enhance, Maintain, and Green Our Infrastructure and Assets

We recognize the importance of our shoreside and marine assets and are committed to planning and investing in maintenance, enhancements, and replacement by adopting proven technology and implementing best practices. We value the sustainability of our assets and are mindful of the environmental impact of our operations.



Provide Safe, Reliable Service

Safe and reliable service is imperative for the traveling public and our employees. We accomplish this through a culture of safety and quality that is rooted in effective communication and adhering to regulatory compliance and marine industry standards.



Invest in Our Employees

Our employees are the heartbeat of the Steamship Authority and crucial to attracting, developing, and retaining a diverse workforce. Employees know they are a vital part of the organization and appreciate working in a collaborative and transparent environment that is grounded in our values.



Engage with Our Communities

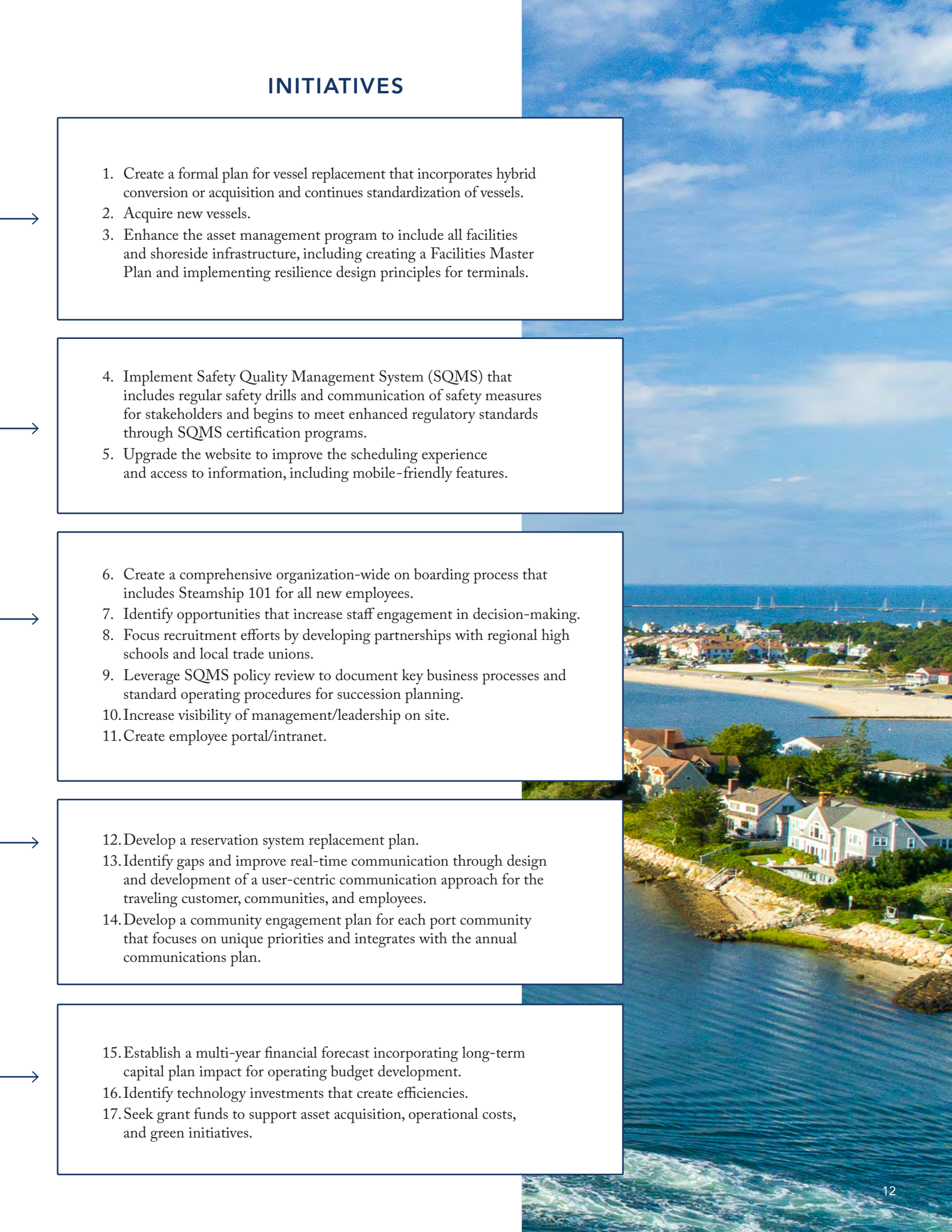

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Ensure Financial Sustainability


Financial stability is a hallmark of the Steamship Authority. Operations are financed with a focused understanding of the impact fares have on island residents and ridership. Alternative funding sources are actively sought to maintain and update assets and supplement operating costs, with an emphasis on long-term sustainability.

INITIATIVES

- 
- 
1. Create a formal plan for vessel replacement that incorporates hybrid conversion or acquisition and continues standardization of vessels.
 2. Acquire new vessels.
 3. Enhance the asset management program to include all facilities and shoreside infrastructure, including creating a Facilities Master Plan and implementing resilience design principles for terminals.

- 
4. Implement Safety Quality Management System (SQMS) that includes regular safety drills and communication of safety measures for stakeholders and begins to meet enhanced regulatory standards through SQMS certification programs.
 5. Upgrade the website to improve the scheduling experience and access to information, including mobile-friendly features.

- 
6. Create a comprehensive organization-wide on boarding process that includes Steamship 101 for all new employees.
 7. Identify opportunities that increase staff engagement in decision-making.
 8. Focus recruitment efforts by developing partnerships with regional high schools and local trade unions.
 9. Leverage SQMS policy review to document key business processes and standard operating procedures for succession planning.
 10. Increase visibility of management/leadership on site.
 11. Create employee portal/intranet.

- 
12. Develop a reservation system replacement plan.
 13. Identify gaps and improve real-time communication through design and development of a user-centric communication approach for the traveling customer, communities, and employees.
 14. Develop a community engagement plan for each port community that focuses on unique priorities and integrates with the annual communications plan.

- 
15. Establish a multi-year financial forecast incorporating long-term capital plan impact for operating budget development.
 16. Identify technology investments that create efficiencies.
 17. Seek grant funds to support asset acquisition, operational costs, and green initiatives.

Enhanced Communications

Through this strategic planning process, the Authority has committed to improving internal and external communication and engagement. Effective communication is critical not only for the successful implementation of the plan, but also for the Authority's stewardship and commitment to the port communities it serves.

The need for enhanced communication and engagement, which surfaced during the stakeholder engagement process, is called out specifically within many of the outcome areas and strategic initiatives.

Communication focus areas include:

- + Ensuring a consistent, streamlined flow of communication internally and externally
- + Developing a comprehensive outreach and engagement plan for each port community
- + Increasing responsiveness to customer needs through technology
- + Connecting employees to the organization's mission and values
- + Building community awareness and support for the organization's goals and strategic direction



Enhanced communications and engagement will be a key focus throughout the organization to ensure that all teams and individuals are working together toward the Authority's Vision and Mission.

Implementation Activities

The strategic outcome areas define what success looks like in the future. The initiatives included with each outcome area identify the projects and programs that, when prioritized by the organization, will lead to success. Key performance indicators provide a meaningful way to track progress among each of the five strategic outcome areas. With a strategic framework in place, implementation work begins.

The Authority will need to weigh future resourcing and policy decisions against this framework to help focus the efforts of staff as they work to make progress with each of the initiatives laid out in the plan. The priorities laid out in the Strategic Plan will need to be balanced with the daily operational demands of the organization. Therefore, careful attention and focus on work planning is essential for achieving strategic success.

Elements of the implementation process for the Authority include leveraging internal subject matter expertise and continuing to use key staff members and small teams that are knowledgeable, energized, and committed to the implementation of the initiatives.

These subject matter experts and teams will develop implementation plans for each initiative, to include:

- + Tasks necessary for implementation
 - + Assigned individuals or groups
 - + Due dates for key tasks
 - + Resources required
- + Mechanisms for monitoring implementation progress
- + Reporting on implementation and progress





The Steamship Authority
Serving the Islands and You.

228 Palmer Avenue
Falmouth, MA 02540

www.steamshipauthority.com

*The Steamship
Authority*